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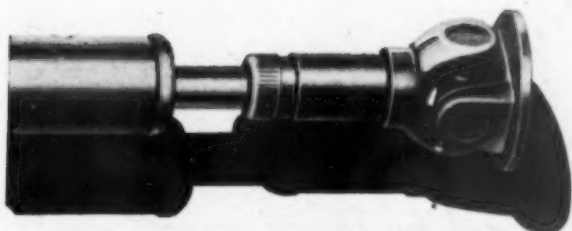
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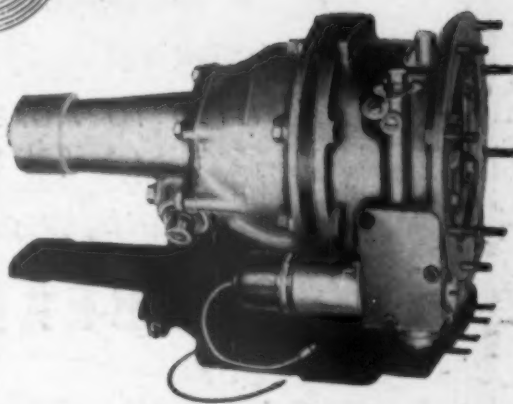


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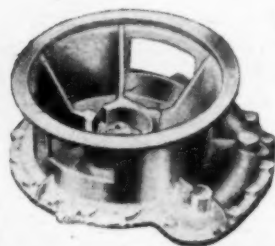
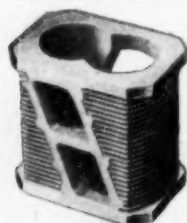
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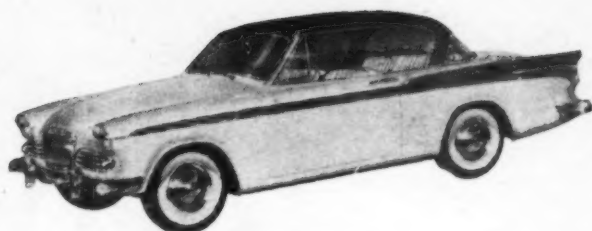
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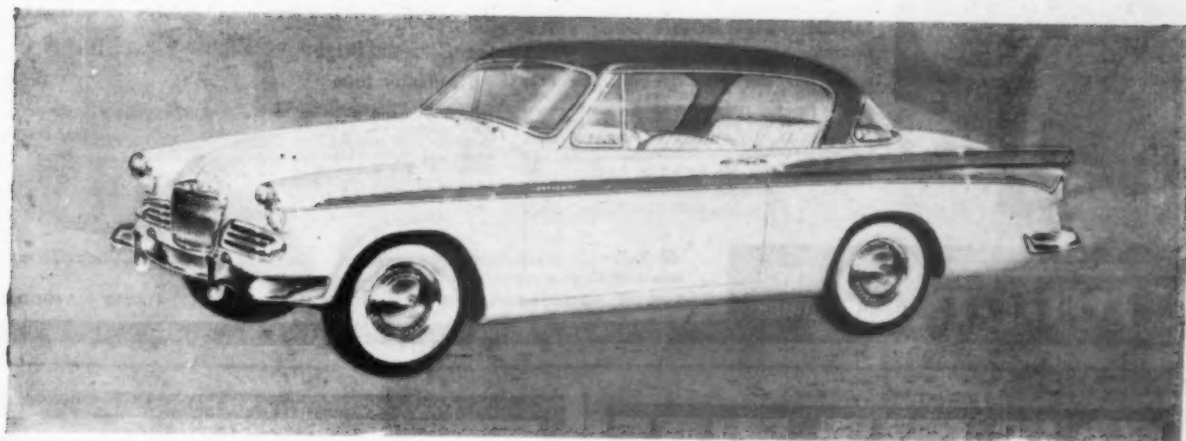
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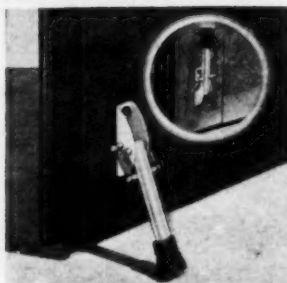
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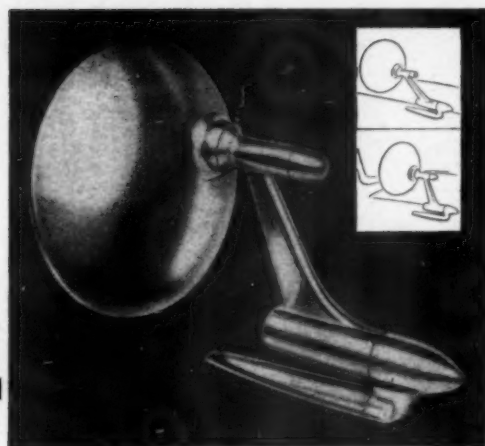


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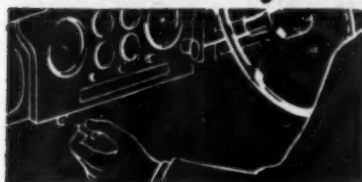
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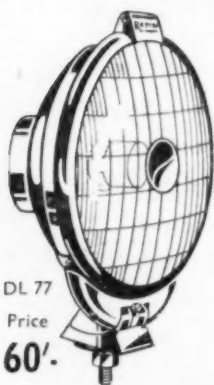
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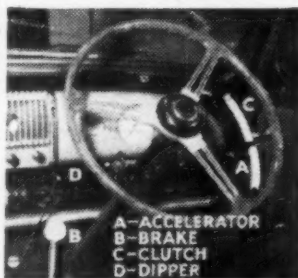
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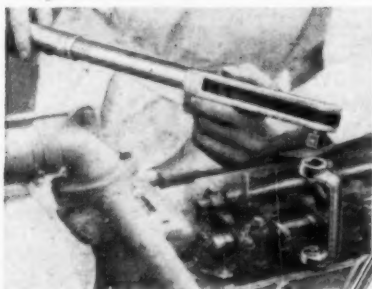
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Car or Driver?

SPORT is the *raison d'être* of the Monte Carlo Rally, although, of course, there are those—organizers, manufacturers and competitors—who stand to gain from it materially. But there are, in addition, countless thousands of ordinary people who, as well as following the progress of the event through the press, radio and television, associate themselves with it because it is a competition for ordinary cars. One or more of the types of car and, perhaps, sections of the route are familiar to them.

In a sense, Monte Carlo Rallies are selling stakes; the big manufacturers know this, and thus take an active and expensive part in them by entering works teams. The motorist profits, because the approved special modifications to the Rally cars in a given year are often adopted as standard fittings for succeeding models.

This year it is less easy than usual to draw conclusions about the winning vehicles; and British entries did not do as well as in recent years. This, no doubt, was partly because so many of the most experienced crews started from Paris and were soon eliminated on a time basis in the exceptional conditions of ice, snow and road blockage.

Among the first score of cars one finds no obvious classification, type or trend. They are French, Italian, German, Swedish, British. Some are cheap to buy and others quite expensive. Few are sports cars and none is very high-powered. The hotbed-up 845 c.c. Renault Dauphine was the smallest car ever to have won. The modified Alfa Romeo Giulietta which finished second was one of the most sporting, but this is a compact four-seater saloon. Seventh was a Triumph TR3 coupé. But also well placed were two Standard Tens, and a Fiat 600 finished the whole course with creditable placing. Small cars probably had an advantage on the narrow, snaking roads, but again Citroen DS19s, a Ford Zephyr and a 3.4 Jaguar were well placed.

No Specific Formula

CAN the basic layout of the cars have played a significant part? Apparently not, because the variety is even greater under that heading than others, and this is particularly interesting. It can be assumed that for hundreds of miles of fast driving on treacherous ice and snow, adhesion and traction, in conjunction with good all-round road-holding, are of paramount importance. It must be reassuring to many ordinary motorists to see, high on the list of finishers, rear-engined, rear-drive cars—a tail-heavy layout that is often held to be unstable on ice; front-engined, front-drive cars, of which the traction for ice and hill-climbing is sometimes questioned; and unassuming little economy vehicles of the most conventional kind, which the pundits had already written off as unsuitable for anything but fair weather pottering. All such as these, with and without independent suspension, with two- as well as four-stroke engines, and with standard or snow tyres (but hardly a one with chains) took a tremendous pounding, and came through triumphant. Modern small and medium-sized cars are, perhaps, quite sturdy and reliable after all.

Incidentally, regarding sturdiness, it will be recalled that perhaps fifty per cent of the cars were damaged through minor collisions, yet they continued to function safely and efficiently from the mechanical point of view.

From all these thoughts one fact emerges clearly: that when, on a rally such as the 27th to Monte Carlo, weather makes the going really difficult, driver skill—subject always to luck, good or ill—counts for more than the make or model of the car. It is, as we have remarked, reassuring to have proof that the modern car can take it, if the driver is competent—and so it is with nearly all motoring.

NEW CARS

Sunbeam Rapier

SERIES II

PRICES

	U.K. List Price	Total Price in U.K. including P.T.
SPORTS SALOON	£ 695 0	£ 1,043 17 0
CONVERTIBLE	£ 735 0	£ 1,103 17 0
EXTRAS		
Laycock-Norman- ville Overdrive	42 10	63 15 0

INTRODUCED at the London Motor Show in October, 1955, the Sunbeam Rapier—now appearing in Series II versions—was acclaimed on all sides. Its styling was up to date without being flamboyant, ensuring its ready appeal in the American market. It was a handy size, being compact yet able to seat four in full comfort for long journeys; it made no pretensions to carrying more passengers than this, although in fact three adults could be squeezed into the rear compartment for short journeys. Unusual in cars of British manufacture, it had a single door on each side—a feature which is popular on the Continent and in the U.S.A.

Experience of the model led to the conclusions that the appeal of the car would be improved by an engine producing a little more torque; that the gear

ratios were not in keeping with a car of sporting character; and that the steering—imprecise in the mid range, heavy on lock—could be improved.

These matters have received attention with the introduction of the Series II Rapier. They are accompanied by detail styling changes, chief of which is the adoption of a Sunbeam radiator grille—upon the appearance of which there may well be differing opinions—and miniature tail fins. The gear change lever has been moved from the steering column to a central position on the floor with a remote control lever between the front seats.

An addition to the range is a completely new convertible which has a smartly tailored head, quickly adjustable to any of three positions. Fully closed, it is equivalent to a saloon and has adequate window area. It can be half-opened to the *coupe de ville* position, while when fully open the hood folds neatly out of sight; as the windows also wind down completely, the car has the appearance of an open sports car. Below the window line the saloon and convertible are identical. The space occupied by the rear panel shelf in the saloon is used to stow the head of the convertible.

Important changes have been made also in the engine and the gear ratios. By increasing the cylinder bore from 3.00in

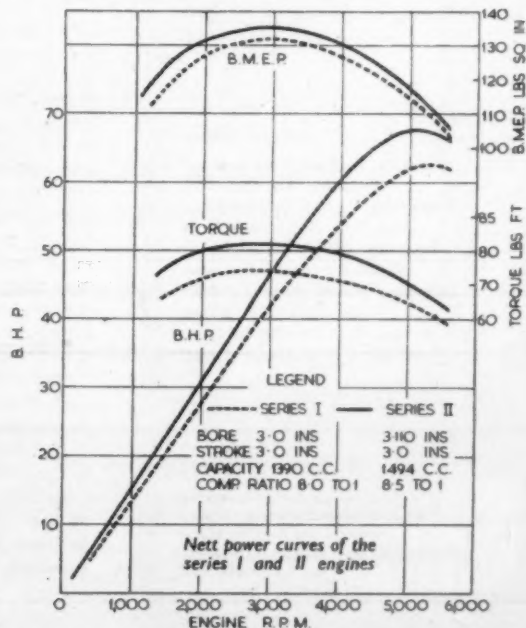
(76.2mm) to 3.11in (79mm), and retaining the previous stroke of 3.00in (76.2mm) the capacity of the engine has been increased to 1,494 c.c. from 1,390 c.c. At the same time the compression ratio has been raised from 8.1 to 1 to 8.5 to 1. This will allow enthusiastic Rapier owners to compete on more equal terms with other 1½-litre cars in rallies and other sporting events. The nett output is now 68 b.h.p. at 5,200 r.p.m.—a gain of 5.5 b.h.p. over the 1,390 c.c. engine.

Inlet and exhaust valve head sizes have been enlarged in slightly greater ratio than the increase of cylinder diameter—they are now 1.436in and 1.176in respectively; previous dimensions were 1.374in and 1.114in. The twin Zenith 36 W.I.P. carburetors which replaced the single Stromberg used on early Series I Rapiers, are unchanged except that a 110 main jet is fitted in place of a 107 jet. There have been no manifold alterations; an expansion box is now inserted in the exhaust pipe in addition to the silencer.

As a result of these engine changes, there is a noticeable improvement in torque throughout the range, as well as an increase in power at the higher speeds. Peak torque, occurring at 3,000 r.p.m. as previously, represents an increase of slightly over 10 per cent. Equally important is the fact that this increase is

TABLE OF SPEEDS IN GEARS

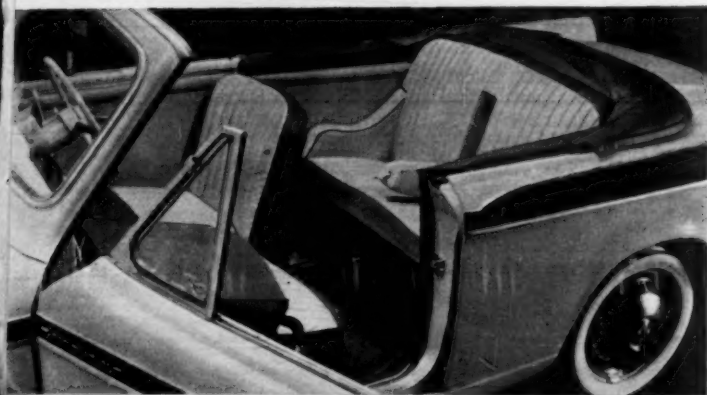
Gear	Rapier I 5.22 Rear Axle		Rapier II 4.555 Rear Axle		Rapier II Overdrive 4.7778 Rear Axle	
	Overall ratio	M.P.H./ 1,000 R.P.M.	Overall ratio	M.P.H./ 1,000 R.P.M.	Overall ratio	M.P.H./ 1,000 R.P.M.
1st	16.64	4.48	14.51	5.02	15.23	4.80
2nd	12.91	5.66	11.26	6.51	11.81	6.19
3rd	7.79	9.41	6.79	10.77	7.13	10.27
O/D 3rd	5.89	12.41			5.39	13.59
Top	5.22	14.0	4.56	16.06	4.78	15.32
O/D Top	3.950	18.52			3.61	20.30

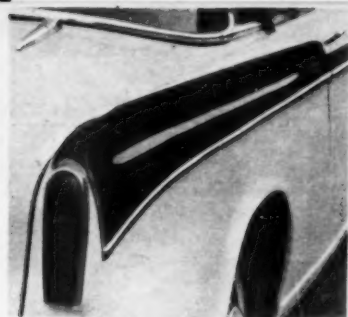


Back-rests of both front seats hinge forward to give access to the rear compartment. A folding armrest divides the rear seat



Convertible body: more power: styling changes





Left, above, right: The Series II Rapier is readily recognized by the rectangular, vertical-ribbed radiator grille, the shallow curved fin over each rear wing and extended cowl over each head lamp. By moving the bumpers out 1½ in more protection is given to the body panels. Overriders are standard



maintained up to 4,500 r.p.m., after which it shows a small reduction.

Alterations to the angle of the front and rear engine mountings and those of the gear box are intended to give better insulation between power unit and body which will help in keeping engine noise out of the passenger compartment. The under surface of the bonnet is lined with a soft insulation material to suppress noise.

Independent front suspension is by conventional long and short wishbones, trailing rearwards slightly. To improve steering and road holding, two modifications have been made—the diameter of the coil spring material has been changed from 0.55 in to 0.58 in, and the spring rate stiffened from 305 lb in to 370 lb in. Mounted in a forward position on the lower wishbones is an anti-roll bar. Armstrong AT9 telescopic dampers are fitted inside the springs.

To overcome the criticisms of the heavy steering of the Series I model a Burman F-type recirculatory ball-type steering box is now fitted in place of the previous "boxless" P-type which had a worm-and-nut mechanism. No change in ratio has been made, but lighter steering will result from the modification, and from a stiffer mounting.

Changes in the transmission are limited to the final axle ratios which have been raised. Previously a Laycock-de Normanville overdrive was a standard fitting, operative in second, third and top; the same design is now an optional extra (total cost, including purchase tax, £63 15s), operating on third and top gears only. Another change is the removal of the overdrive control switch from the facia panel to a more convenient position on the steering column.

In a separate table will be found comparative data for each gear, showing the changes involved. They are an improvement, but with the 10 per cent increase

in torque which the new engine gives, it is considered that the intermediate gear box ratios, particularly second and third, could have been raised without sacrificing flexibility or performance.

Interior layout and colour schemes of the new Rapier are in accordance with the parent company's "Gay Look" policy. Light coloured trim is used for the side panels and facia, and matching carpet is fitted to the lower front panels of the doors. A cream washable plastic head lining is used in the saloon models and duo-tone trim covers the seats. A padded roll extends round the top of the doors and body interior and also decorates the facia; a polka dot material covers this roll.

The facia and instrument panel is clearly laid out. Two main dials confront the driver through the steering wheel; one of these is provided for an engine rev counter which, like the clock, is an extra on home market models. Four smaller dials contain coolant temperature gauge, petrol tank and oil pressure gauges, and an ammeter. Below are windscreen wiper, ignition and starter switches. Provision is made for fitting a heater and a radio.

Black hoods are fitted to all convertibles, irrespective of the body colour scheme. The material used is mercerized, double-texture Egyptian cotton. In the open position the hood folds down behind the rear seat back and is concealed by a one-piece cover. The four windows can be wound down flush with the top of the door and body sides. An opening quarter above the leading edge of each door provides ventilation when the windows are closed, and fresh air may be admitted to the driving compartment through a vent behind the radiator grille.

An armrest is provided on the passenger side door but wisely not at the driver's side, which has a plated hinged



Rubber mats cover the front floor and over the gear box is carpet matching that in the rear compartment. A large, lockable glove box is on the left of the facia, and there is a shelf below the steering column. The direction indicator switch is on the right of the column

door pull instead. There is a central ashtray in the facia and one in the rear compartment on the propeller shaft tunnel. Either door can be locked from the outside.

The changes in the Rapier's mechanical specification which will enhance the performance and driver convenience are welcome, and the styling alterations are further evidence of the Rootes Group's policy of producing a vehicle which will appeal as strongly to the passenger as to the driver. Addition of a convertible to the range is a wise decision, as this type of sporting bodywork is increasingly in demand at home and overseas.

FIRST IMPRESSIONS OF THE NEW RAPIER APPEAR ON PAGE 197

SPECIFICATION

ENGINE

No. of cylinders	4 in line
Bore and stroke	79 x 76.2 mm (3.11 x 3.0 in)
Displacement	1,494 c.c. (91.13 cu in)
Valve position	Overhead
Compression ratio	8.5 to 1
Max. b.h.p. (gross)	73 at 5,200 r.p.m.
Max. b.h.p. (net)	68 at 5,200 r.p.m.
Max. b.m.e.p.	134 lb sq in at 3,000 r.p.m.
Max. torque	81.25 lb ft at 3,000 r.p.m.
Carburetor	Twin Zenith 36W. 1. P2 downdraught
Fuel pump	AC mechanical
Tank capacity	10 Imp. galls (45.5 litres)
Sump capacity	8 pints (with filter) (4.55 litres)
Oil filter	Full flow
Cooling system	Centrifugal pump and four-bladed fan
Battery	12 volt 38 ampere hour

TRANSMISSION

Clutch	8 in single dry plate
Gear box	4 speeds and reverse, synchromesh on top, 3rd and 2nd. Central floor change. Overdrive on top and 3rd optional
Overall gear ratios	With overdrive: O/D 3.612; top 4.78; O/D 3rd 5.367; 3rd 7.126; 2nd 11.807; 1st 15.227; reverse 19.280 to 1.
Overall gear ratios	Without overdrive: top 4.55; 3rd 6.794; 2nd 11.258; 1st 14.518; reverse 18.389 to 1.
Final drive	Spiral bevel
	With overdrive, 4.78 to 1; without overdrive, 4.55 to 1.

CHASSIS

Brakes	Lockheed hydraulic, two leading shoes front, leading and trailing shoes rear.
Drum dia., shoe width	F, 10 x 2½ in.; R, 9 x 1½ in
Suspension: front	Independent with coil springs and wishbones
Suspension: rear	Live axle and half-elliptic leaf springs
Dampers	Telescopic
Wheels	Steel disc with nave plate and rimfiners
Tyre size	5.60—15 tubeless
Steering	Burman recirculating ball
Steering wheel	16.5 in dia, 2-spoke
Turns, lock to lock	2½

DIMENSIONS

Wheelbase	86 in (218.8 cm)
Track	F, 46 in (116.8 cm); R, 46 in (116.8 cm)
Overall length	136 in (345.5 cm) with overriders
Overall width	56 in (142.2 cm)
Overall height	46 in (116.8 cm)
Ground clearance	5½ in (14.0 cm)
Turning circle	34ft 3in (10.54m)
Dry weight: Saloon	2,280 lb (20 cwt 40 lb), (1,035 kg)
Convertible	2,276 lb (20 cwt 36 lb), (1,033 kg)

PERFORMANCE DATA

Overdrive top m.p.h. per 1,000 r.p.m.	20.3
Top gear m.p.h. per 1,000 r.p.m.	16.06
Torque lb ft per cu in engine capacity	0.891
Brake surface area swept by linings	240 sq. in
Weight distribution (dry)	F, 57 per cent; R, 43 per cent

RALLY REFLECTIONS



Winner of the Concours de Confort and notable performer on the road sections of the Rally, the Rover 105S (Cat. 1), crewed by Banks, Dunham and Smith, at the arrival point at Monte Carlo. It was one of the few cars to come through its adventures absolutely unscathed

Worthy winners of the Coupe des Dames and, in fact, the only ladies to finish, Mme. Madeline Blanchoud (left) and Mme. Renée Wagner with their 1,290 c.c. Alfa Giulietta (Cat. 2)

Second all-British finisher—car and crew—was the Standard 10 (Cat. 1) driven by John Wallwork and John Beaumont. It came 13th

EVEN without the appalling weather conditions, this year's Monte Carlo Rally would have been extremely difficult, and the organizers certainly succeeded in providing a quite remarkable test of both cars and crews. It was unfortunate that those who started from Paris and Munich should have had to face such severe conditions that all but one from Paris failed to reach the finish; it was also rotten luck for the one, Edward Harrison, that his gear box should have failed on the Classification Test. In the final list of 59 finishers in the Rally there were but one from Paris and one from Munich.

Nevertheless, the whole worth of this Rally is based on the battle against winter, and the greater the hazards the more worth while the contest. The pity on this occasion was that competitors had only one hour's "grace" before disqualification—two hours would have allowed far more to recuperate after being delayed by baulking, when early cars on a difficult section blocked the road.

I am not certain whether the current tendency to over-test crew endurance—as in the Monte—is such a good idea, and many share this view. The Oslo starters, for example, drove from around 10 p.m. on the Tuesday night until mid-morning on the Friday; they then slept for six hours or so, and set out again, in the evening, for a 20-hour mountain race. The strain on the faces of the drivers as they came in from this test was only too clear, but I suppose the fact that 27 cars achieved it, and that there were no serious accidents, proves that it was not too arduous—certainly, it demonstrates the remarkably high standards of driving achieved by those who finished. To complete 2,500 miles at high speeds in conditions that, at home, bring chaos to the roads, is a real achievement.

A large proportion of the cars, however, showed very evident signs of their ordeal, where their body panels had been savaged by contact with other competing cars, inflexible rock faces and so on. In fact, the gay streets of Monte Carlo after the Rally's completion were sadly disfigured by so much bent machinery. Quite a few cars were tired mechanically, too, their chances of success prejudiced in some cases by failure of minor—but vital—

[Continued on page 206]



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SALOONS



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Indeed every car in the Jaguar range, including the Mark VIII Saloon and

XX150 models, can be obtained with Automatic Transmission.

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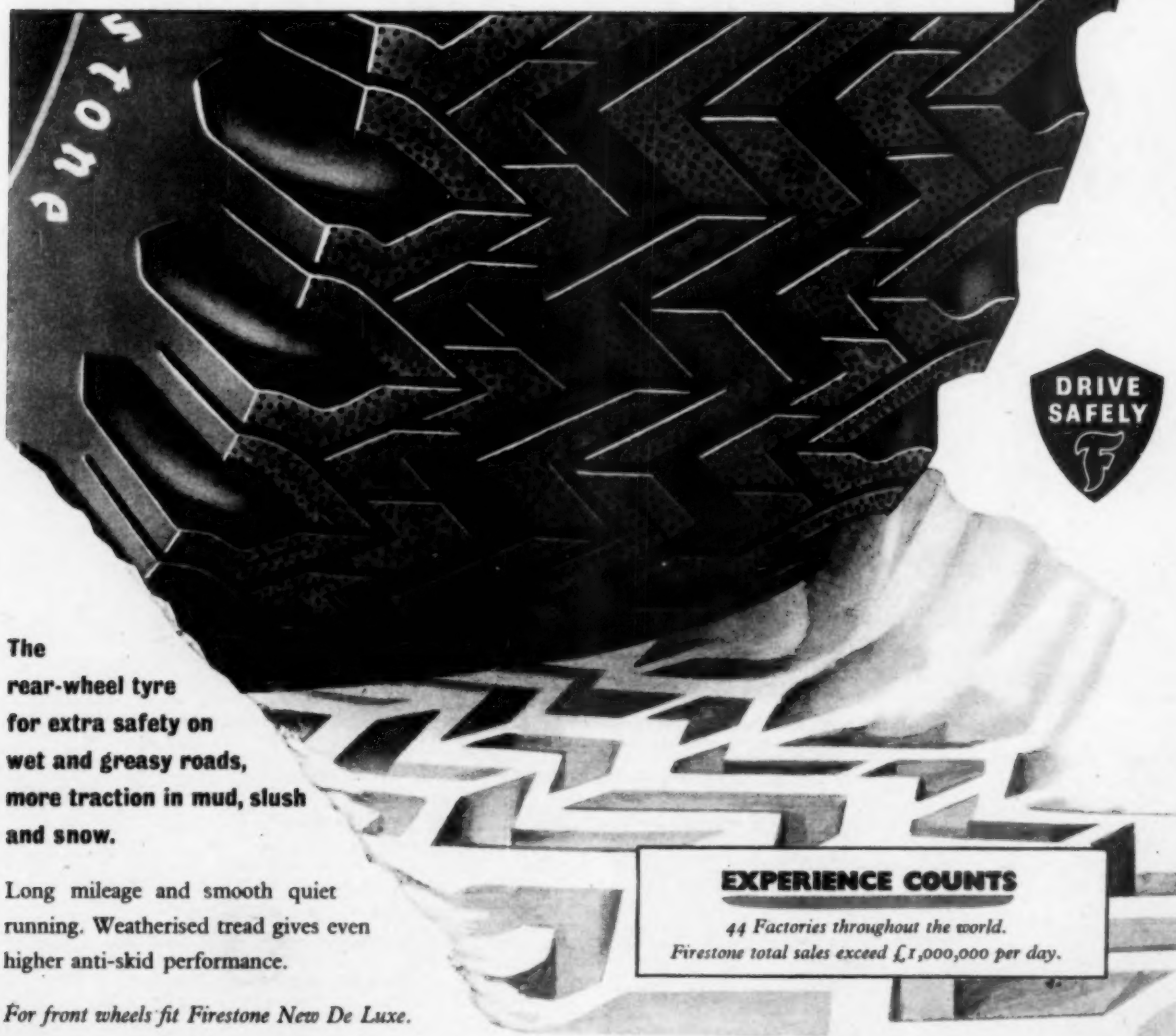


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EXPERIENCE COUNTS

44 Factories throughout the world.
Firestone total sales exceed £1,000,000 per day.

This is the last of a series of pen-pictures of the Big Six of the British motor industry. Previous articles dealt with Rootes (10 May), Austin (7 June), Vauxhall (12 July), Nuffield (16 August) and Standard (29 November 1957)

By
MICHAEL BROWN

The Big Six

6 FANTASY AT FORD

THE 1958 Ford picture borders on fantasy. One's brain, reaching out for the extremes of a canvas that is really too big for single-minded conception, seizes instead on the sharp detail—yet even that is fantastic. Tappet screws on the edge of a revolving disc pass between high frequency heat treatment coils. They glow red-hot as the eddy currents swell, then tip sideways and fall with a hiss into coolant—one every time your heart beats. You watch the Schweitzer variant of automation in painting. The spray, fed through a restlessly serpentine hose, leaps to and fro across the roof of a Consul, spreading an even coat of primer. The slow-moving body brings the spray to rear window level—it stops, then restarts on the boot lid; the flashing photo-electric beams wink knowingly.

Two-colour bodies come from the ovens. If the roof has just been painted, the top infra-red heaters are glowing; if the sides, then the lower ones—but no one is fiddling with switches.

Four Clearing presses are lined up to make a battery. A solitary operator slides a steel panel on to a conveyor. It disappears into the first; a pneumatic grab extracts it and feeds it into the next, and ultimately it emerges as a complicated four-stage steel pressing for a modern car, processed entirely automatically.

A stationary truck of spares suddenly begins to move of its own accord—then you notice the floor slot of a Towveyor system beneath it.

On the day I was there, more than 1,600 bodies left Briggs in the day. One thousand, six hundred Fords, nose to tail, would take up about five miles of road. The production of one day. . .

But this is no fantasy of automation, squeezing men out into the labour exchanges. Listen to the production engineering manager of Briggs on the subject: "We have four objectives in automation—eliminating the heavy work, eliminating the danger, utilizing floor space to the full and reducing cost to the minimum. That way lies the greatest productivity." The Briggs company was formed in 1930 (labour force 150) and acquired by Ford in 1953. Now it is known as the Body Division and the labour force has grown to 17,000-plus, working in six factories; amongst achievements listed were 18½ million jerricans made during the second world war.

Besides, there is the Doncaster plant, where batch production rules; the fantasy is there, too. I watched a girl attaching chromium strip to the inside door panels of Zodiacs. Oblivious to watching eyes, she took the panel and the strip; slid the fasteners along the strip to register with holes in the panel, her fingers moving like lightning; flattened them with a quick right and left of a tack hammer and passed on to the next. I have seen nothing so speedily accurate in many years.

The Ford colossus is awe-inspiring; it was that even before the £65,000,000 expansion scheme got under way, and now that the changes are evident the awe is deepened. It seems incredible that a manufacturer of this size can organize his affairs so successfully in a tight little community like England, for it would seem that operations on such a scale must disrupt the surrounding economy. In fact, however, about fifty other firms followed Ford into the Dagenham marshes after 1927, and there are no labour or raw material supply difficulties. London Transport successfully looks after the logistics of shifting about 33,000 workers every night and morning from the Ford Dagenham factories. The grip on neighbourhood economics is inevitable, of

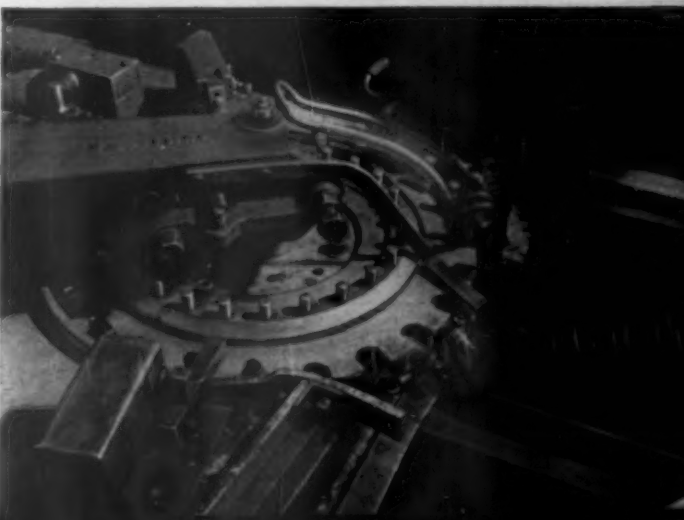
course, when so many of the family budgets are founded on Ford.

However, the local authorities manage to assert their autonomy: the miserable little sign on the nearest A13 roundabout, which is the only immediate clue the stranger gets to the whereabouts of Ford, is none the less as large as their regulations permit. The regulations are, it might be added, in that case plain silly.

Some effort must be made to grasp the nettle. Ford Dagenham ("down the road" to Briggs people) is the big riverside plant making cars, commercial vehicles and tractors. Briggs Dagenham ("up the road" to Ford people) are three-quarters of a mile away on A13, building bodies with a know-how that



Above: "With its own deep-water jetty"—Ford is admirably situated for the European Free Trade Area if it should materialize. Below: "One every time your heart beats"—tappet screws glow red hot as they pass between high-frequency coils



THE BIG SIX . . .

continually surprises. Machined parts and radiators come from Basildon, Essex, a few miles to the east, and spares go out from Aveley, rather closer but more to the north. Doncaster makes Populars, Escorts and Squires, and parts of other models, and Southampton makes commercial vehicles and components for aircraft. There's a foundry at Leamington, and Ford-owned Kelsey-Hayes, tucked in behind the Body Division at Dagenham, makes wheels—but to go on would be to confuse. The main structure is Dagenham-Basildon-Aveley, and expansion at Dagenham is going ahead in a big way.

Primarily comes the new foundry. It is no secret that Ford's riverside foundry was pretty crowded for the requirements of modern production. It was difficult for even the most fascinated visitor (and I was one) to watch operations long without feeling that sooner or later the beast whose hot breath he frequently felt on his neck would reach out a white-hot tongue as a hint to get out and let the work continue.

Workers for the new foundry are being transferred to the building a mile away, leaving the riverside plant about half its strength. They are manning the most up-to-date foundry in the country—£8,000,000-worth of it—where the melting, core-making and moulding take place on the first floor, the ground floor housing "admin." and welfare, stores and sand spillage from above. Moreover, the completed castings go for core knockout and cooling to a subsidiary building, with to-and-fro covered ways. Between main building and outrigger is the foundry bus station.

Thames Foundry (that is its name) ultimately will supply two-thirds of Ford castings (mostly cylinder blocks and heads), to the tune of 400 tons a day. How to convey its immensity? Floor area is three times that of St. Paul's, and it needs as much electricity as the domestic consumption of a fair-sized town. The fantasy is being built in here, too: great ducts are



"Up to shop roof height"—bodies being unloaded at the river plant after transport from the Body Division

So assembly must expand, too, and the Body Division must grow to make the requisite bodies. A new press shop is the specific body expansion, and it is now coming into operation. The new assembly building near to the main road is a Ford group project, and when this begins to hum and hammer, a difference of principle will have come into Ford assembly.

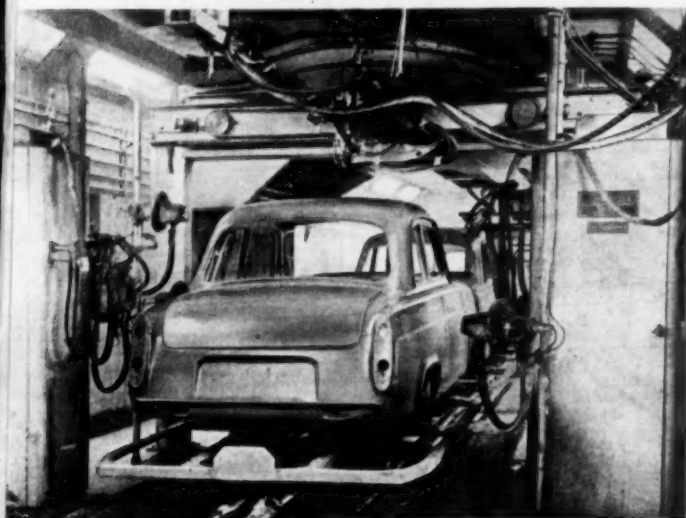
At the moment bodies are transported from the Body Division to Ford, and dropped on to the suspension and drive components as they start their conveyor journey. In the new building they will be already on the conveyor when they come from the body shops, along a covered bridgeway, and it will be the mechanical components that will make a road journey to the point of attachment to the body.

Assembly at the moment is cramped, but it is typical of Ford that a quart has been crammed into a pint pot with complete success. Just before the seams burst, however, commercial vehicles (on line production) hived off into a new building, but the seams are near bursting again as more and more car orders flow in.

As for automation in the pre-assembly machining of cylinder blocks and heads, Dagenham is almost terrifying in the way the machine batteries loom over the visitor. Ford installed transfer machining in 1950, and are very old hands at multiple operations. They buy out probably fewer components or accessories than any other manufacturer, although the bill for outside parts is still astronomical—£90,000,000 in 1956.

It is to the present assembly point—still down by the river—that the bodies come at the moment, surprisingly complete. I opened the door of one on a truck which was waiting to unload, and only the carpets seemed to be missing. The bodies swing up to shop roof height and are gallery-fitted with bumpers and lights—the latter beam-set—before being lowered on to the suspension and transmission bits. "Come up to Briggs," said the people down the road, "and see the set-up," and I realized that I had never before seen round the Ford body-making plant. Indeed, I had not even thought much about it.

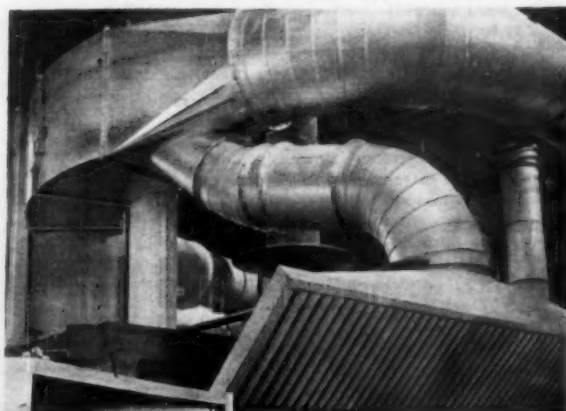
Recently the name has been linked with labour trouble, and



Left: "Photo-electric beams wink knowingly"—Schwitzer automatic paint spraying plant in the Body Division. Below right: "Filled with the roar of air"—ducting patterns at Thames Foundry

filled with the roar of air being changed throughout every eight minutes; each man has a heated twin locker, and the ghost hand of a thermostat opens the windows when the temperature rises above a predetermined figure. The Cockney refuses to be overawed, however. "You can see why we call that the elephant house," remarked the foundry equipment head, with a gesture. I could indeed, for branched ducting leading down through the floor looked for all the world like the posteriors of elephants standing in a row. "We've had the tails stuck on them more than once," he went on.

Expansion in raw material supply has to be matched in all departments (at least, it does in actual manufacture of goods. Parkinson's Law should be strenuously resisted elsewhere!).



a shadow had thus been cast over what mental picture existed. Let it be dispelled. The Body Division is terrific, and the labour unrest was an expected corollary of integration with Ford. No one ever welcomes take-over by a powerful neighbour, and the Briggs men would have lacked spirit if they had not been a bit cantankerous. A healthy "orneriness" is not all drawback.

I went through the body shops on a production record day and saw first-rate high-speed work in model conditions. It is often difficult to believe that everything is under control in the screeching hammering bedlam of car body-building, but the clean floors, the clear aisles, the non-stop lines, proved that it was. If one wanted any further proof it was to be got from the impressive catwalk view of the press shop, from which the giant, grey-green monoliths stretched in ranks, thud-thudding out the superb shells of modern Ford cars.

The accents up the road, like those down by the river, are often American-influenced, for this company is of American lineage, too, and the transatlantic interchange of personnel has been frequent. But know-how is a two-way traffic, and the U.S.A. does not dominate the English Ford set-up. "Call it a Commonwealth," I was told, "and you have just about the right tightness or looseness of association, whichever way you put it."

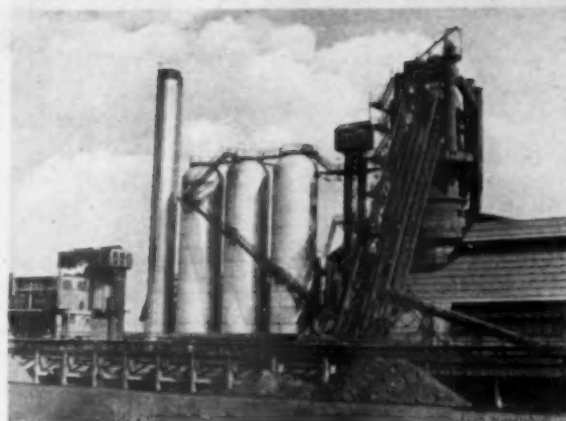
Two important people in the Body Division are the model-maker and his assistant. The plant itself is modelled to scale; so is the vast tool-room and its contents, as are the press shops. This work in miniature pays off, for those who find difficulty in grasping plans and blueprints are at home with recognizable cars and machine tools. The models help with installation, too. Room has to be found for a new press—how big *physically* can it be handled? The model shows, with the result that often it can be delivered far less dismantled than had been thought.

There are many focal points of fantasy and fascination. Precisely 586 separate welds are made on a five-station welder which completes the floor and engine-compartment assembly of the body. The welder trolley looks like a car chassis, studded with copper electrodes the size of sugar knobs and at minimum spacing. The steel sections are loaded on and the "chassis" runs behind protective screens. Matching arc carbons come down: a flash, a shower of sparks, and so to the next station, the gradual procedure—if such it can be called—being necessary because there is a minimum distance at which simultaneous spot welding can take place. A trunnion section of the assembly line tips the job upside down immediately afterwards, so that the welding can be thoroughly inspected.

The paint plant is superb, largely because of the meticulous air conditioning. The chamber between booths and ovens is paint-clear, air-pure and humid; operators can paint consecutive bodies in widely different colours.

At this stage I did a little extra-mural study by climbing into the roof to see the air conditioning plant: 86,000 cu ft a minute of the atmosphere rushes in, impelled by a high-speed fan. It passes through oiled filters, magnetic precipitator, and heaters which bring it up to 75 deg F; the voltmeter on the precipitator circuit stands at 14,000 v. Steam jets humidify it, and you can peer through a glass panel and see the jets streaking off in the direction of the fan.

Air control is all-important for a clean paint job, and much care has gone into the plant design. Briggs aim continually to eliminate all touching-up, whether of body metal or paintwork.



"A flying start"—Ford are the only manufacturers to make their own pig iron, the furnace being tapped every four hours and producing 550 tons a day

"We regard all that as a criticism," said my companion, nodding towards buff marks on a "body-in-white" (the factory name for unpainted shells).

I remarked on the beautiful two-coloured finishes to be seen and the harmony of balance between the colour masses. "They were styled for two colours," came the reply. "We didn't wait for it to catch up on us." If anyone doubts the wisdom shown in this respect, he should examine the neat terminations of Ford side colour panels fore and aft—the weak spots on many models.

Is the impression one of cold efficiency? It shouldn't be, for there is much about the Ford organization to deny it. I lunched at the spares plant at Aveley. Aveley greets you gaily in royal blue, and lunch was served in a wood-panelled space (it would be incorrect to call it a "room") screened by wood pillars from the wide-windowed corridor which runs along the sunny front of the building. Privacy was cunningly suggested by rectangular light alloy lattice panels at eye level, on which were red plastic four-pointed stars: simple, cheap, eye-catching.

The entrance to this building is colourful, too, and the body engineers lunch in surroundings of a similar gaiety. The mental effect is astonishing. There are still stodgy managements who refuse to credit the benefit of light and colour. Presumably they are so crabbed as never to have noticed the lightness of the populace's step, the profusion of "good mornings" on days when the sun shines.

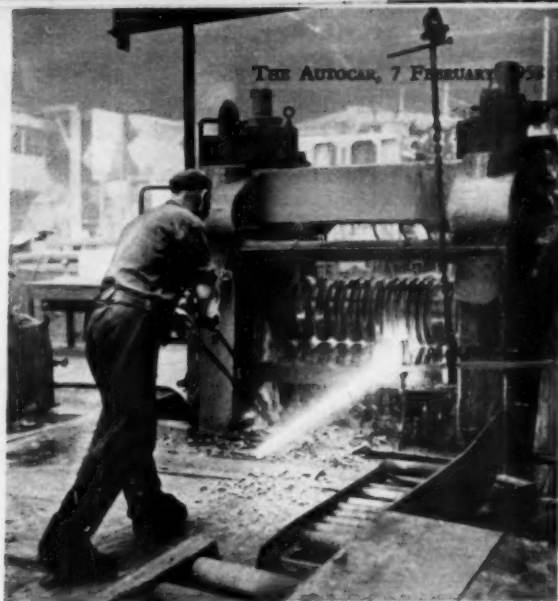
Humanity is evident all over the place. There are old and traditional skills to be watched at Doncaster, for instance, as Popular production moves slowly towards finality after a phenomenal run. In fact, if you buy a Popular today you probably buy more actual handwork than in anything under the Rover-Jaguar class. The skilled construction of the roof insert might be instanced. This utilizes a flock lining, a waterproof fabric panel and a watertight rubber beading to fasten the lot. The operator must dress the flock, stretch the fabric and cut and press the beading home (using a soft hammer)

Left: "Looks like a car chassis"—the fantastic automatic welding trolley which completes the assembly of floor and engine compartment in five welding stages. Below right: "Conveyor journey"—rear axles on the move, with front suspension components on the rising conveyor alongside





Left: "One thousand, six hundred Fords"—a record day's work made possible by the spacious, orderly body lines at the Briggs factory. This is final inspection. Right: "White-hot tongue"—rolling steel bar in the Dagenham foundry



THE BIG SIX . . .

without losing the taut appearance; quite a job. And there are mechanical techniques from the early days of automation. Down the sharply-curved roof quarters of the Popular is a seam weld with the back panel, done on a splendid old machine with a three-second cycle that has been welding for over 38 years. It shuts up like a clam, then opens to reveal the welded job.

I would like to be able to put an easy finger on the reasons for the pre-eminence of Ford. The name, of course, attracts good men, yet even allowing for that, the calibre of the middle level executive is far higher than normal. They are young, too, and are allowed their enthusiasms. Nowhere is the success of this policy more evident than in the styling of the cars, which is pretty well faultless. It is the product of young men in tasteful studios which look out on to a lawn and flower beds. In such ways the back room of successful industry is often the front; genius flowers in a garret only because it is genius.

THE GROWTH OF THE FORD ORGANIZATION

	Production (units)	Total Assets	Sales Value	No. of Employees
		£m	£m	
1938	87,000	16	13	8,000
1946	91,000	25	29	15,700
1948	153,000	36	49	19,700
1950	185,000	46	67	19,400
1952	163,000	60	84	20,900
1954	298,000	97	127	43,700
1955	356,000	110	152	47,700
1956	325,000	108	146	43,300
1957	343,000	—	—	43,900

With material and moral encouragement, so many near-geniuses might not have withered.

The Cockney workman is nimble and fast. But so is the Midlander, and the fastest Ford worker I saw was the North Country girl in Doncaster. Ford is welcome territory for ideas: printed plastic patterns on door trim panels originated at Briggs. The p.v.c. sticks to the panel under a high-frequency welding press which also impresses the smart seam-lines.

"Eggheads" are not treated with wary suspicion; in fact, there are Ford-organized courses at Ashridge, an institution of which many British managements are still unaware. . . . And top brass knows its staff relations technique. Briggs' general manager shook hands with me and led me out of his office on that record day—"I'm just off round the plant to tell the boys about the figures." He was just off round the plant to tell the boys—not to the Savoy for a celebratory champagne cocktail.

The product is right. I remember being wellnigh electrified by the excellence of the new Zephyr I drove just after it was first announced. This car, I thought, is going to set a new standard in its market, and today I still think the impression was sound. But why is the product so consistently right? The answer, I suppose, lies amongst all those factors—and others—which I have outlined above.

Any clouds that exist on the future horizon for this member of the Big Six are invisible to the layman. Favourably placed for the European Free Trade Area, and with its own deep-water jetty, Ford will get a flying start on the rest; there is, moreover, the international Ford organization to co-ordinate European efforts. The world still hungers for cars, commercial vehicles and tractors, and Ford supply them all in quantity.

The eggs, cheap and fresh, are in a number of baskets. And the three scimitars of Essex which form part of the Ford crest have no such handicap to overcome as that faced by the Egg Marketing Board's lion. Pride of origin is uninhibited: Made by Ford of Dagenham—the biggest of the lot.

Left: "In a wood-panelled space"—lunch at Aveley in surroundings calculated to give a lift to the spirits. Right: "The mental effect is astonishing"—Body Division engineers also lunch in bright, modern and tasteful surroundings



A bright metal strip divides the two tones of the Pennant's coachwork: the bumpers wrap round the corners of the car



Autocar ROAD TESTS 1672

Standard Pennant OVERDRIVE

THE Standard Motor Company's range of small cars was extended at the time of the last Earls Court Show by the introduction of the Pennant. Based on the Super Ten, it is distinguished externally by the front and rear wing styling, and internally, at a quick glance, by the fascia panel and the remote control gear lever.

This bright little car will appeal to the motorist at home and in America (where it was recently introduced under the Triumph name) who requires economical performance but is prepared to pay a little more to have additional desirable features as well as the essentials.

The Pennant is of the type which not only appeals to the one-car family but also has a place in the garage alongside a larger model. It is extremely useful as a commuting car, its handy size enables it to be tucked away in a confined parking space, and its easy and nimble manoeuvrability in traffic endears it to the motorist whose business involves considerable mileage in crowded areas.

A modified camshaft, higher compression ratio and a 28mm carburettor in place of a 26mm unit give the Pennant engine 37 b.h.p. as compared with the 35 b.h.p. of the Standard Super Ten; maximum torque is developed at the same engine speed in both. The engine starts immediately from cold—this was particularly noteworthy after the car had stood outside overnight in temperatures below freezing point—and it pulls strongly after starting in wintry weather; the choke control can be pushed in as soon as the car moves.

The engine is commendably quiet and smooth right up to peak speed—the point of valve bounce is reached at 20 and 36 m.p.h. in first and second gears respectively. It is a well-proved power unit, which has given satisfaction over a long period of production; two Standard Tens were second and third all-British entries in the general classification of the Monte Carlo Rally, and were placed 13th and 15th overall. The slightly larger carburettor of the Pennant does not noticeably impair its flexibility or the fuel consumption which, for a car of this size and weight with only 1,500 miles on the odometer, is creditable, as will be seen from the figures quoted in the data. Regular use of the Laycock-de Normanville overdrive—a £63 extra—naturally helps to lessen top-gear cruising consumption.

The engine responds without hesitation to sudden throttle openings; using premium petrol, there was no sign of pink-

ing when pulling hard in top or overdrive gears. The comfortable minimum speed from which the car would accelerate in top gear was approximately 15 m.p.h.; below this speed it was necessary to engage a lower gear to avoid snatch on full throttle.

It is not surprising that top speeds in the higher gears and overdrives are close. Whereas the maximum speeds in top gear were at first found to be 66 m.p.h. with the wind and 58 against it, that in third gear with the wind was 62 m.p.h.; this rose to 64 m.p.h. when overdrive third was engaged. These figures are near to those recorded for the previously tested Standard Super Ten, but on this occasion the test road was covered with standing pools of water and, in addition, the tractive resistance figure was high for this size of car—an indication that a more fully run-in model would do better. This proved to be the case when the new figures, as listed, were taken in fine weather after additional running.

It is a debatable point whether one can make full and satisfactory use of seven forward speeds, such as are obtainable on the overdrive-equipped Pennant, but considerable experience of the car showed that in normal everyday journeys, occasions occurred when each ratio enabled full



Hooded head lamps dominate the front view: the combined side lamps and winker units are set in the ends of the grille pressing

Standard Pennant . . .

Rear lamp clusters are mounted in the extremities of the body; the wing styling differentiates the Pennant from the Super Ten. The Road Test figures—and the photographs which illustrate it—were obtained during a recent London foggy spell



advantage to be taken of particular circumstances of traffic or of road gradient and surface.

First gear is needed only for starting the full-laden car from rest or for dealing with a very steep gradient. The comfortable maximum on second gear is little more than 30 m.p.h., and overdrive second is a very useful ratio for quick overtaking. It carries the car quickly up to 45 m.p.h., and it is engaged rapidly and quietly by moving the column-mounted switch lever. Occasionally on full throttle it would not take effect immediately. Disengagement of overdrive at all speeds is instantaneous.

Intelligent use of the gear box and overdrive enables high average speeds to be obtained with good fuel consumption. The 3.46 to 1 overdrive top ratio is, of course, a cruising economy gear, and its value is evident on main roads in comparatively flat country rather than on winding country roads.

The short, stiff, gear lever of the new remote control is placed well back in the driving compartment, where it can be reached easily and quickly. It is not impeded by—nor does it impede—the passenger. On the test car there was rather a “dead” feel about the lever movement, though not actual stiffness in operation; action would probably improve as the mechanism freed with use.

There is a long movement of the lever from one gear position to another, especially when reverse is required.

When gear changes were made rapidly the synchromesh could be beaten; in normal driving the gear change was found pleasant, and an improvement on the central control lever fitted to other small Standards. The transmission was

quiet and the clutch action light and pleasant. Standing start, full throttle acceleration tests occasionally produced some judder but there was no clutch slip; the unfavourable weather conditions tended to induce wheel spin on take off.

Standard Eights and Tens previously tested by *The Autocar* earned a good reputation for their road-holding. The variable rate leaf springs now fitted at the rear of these models, and of the Pennant, have improved the ride and suspension still further. The tendency for a fully laden car to bottom the suspension on a rough surface has disappeared, except in extreme circumstances when the car is driven at speed over pot-holes; the new springs have reduced the height of the car slightly. Lever arm piston-type dampers are used at the rear; telescopic type dampers are enclosed in the front suspension coil springs. The anti-roll bar which is an optional extra was not fitted to the test car.

Although the suspension is firm and tyre pressures have considerable influence on the ease of the ride, the occupants remain comfortably seated and are not thrown about when the car is driven fast on a winding road. On wet or dry surfaces wheel grip is excellent, and if full use is made of

The spare wheel can be removed without disturbing the luggage load. With the rear seats occupied baggage space reaches the rear seat squab; when this is folded (below), accommodation is greatly increased





The doors open widely enough to give easy access to the seats; if the front seats are set well back on their adjustment, knee room at the rear is limited. Instruments are readily seen through the two-spoke steering wheel. The gear lever is well-placed and the overdrive switch is near the wheel rim on the right, above the cranked direction indicator control

engine power and gear ratios, an experienced driver can maintain station with more powerful cars on winding, narrow roads. There is no tyre noise when cornering and the light and accurate steering helps to make a by-road journey an easy one. There are $2\frac{1}{4}$ turns of the slim, two-spoked wheel from lock to lock, and the car can be placed for a corner with a feeling of accurate control. Steering is light, precise and neutral. Characteristics do not differ to any noticeable degree between the laden and unladen car.

The Pennant has a reasonably small turning circle and can be manoeuvred with ease in crowded streets; the short bonnet and good driving position help to provide excellent forward visibility. The angle of the steering wheel suits drivers of most heights; although the seat adjustment is sufficient to enable a tall driver (or passenger) to have plenty of legroom, he does so at the expense of drastically curtailing room on that side of the rear compartment.

All-round visibility from the driving seat is quite good, but it would be improved if the screen pillars and headings were not so thick, and short drivers find their vision of the left side front wing obstructed by the driving mirror. Good, firm and well-planned support is provided by the front seat cushions and back rests. A driver can adopt an alert yet fully comfortable position which promotes ease and accuracy of control of the car. The rear seat is restful and adequately upholstered.

Entry to front and rear compartments is not easy for large people, especially when they are wearing thick coats, for the door catches protrude from the bodywork and are a source of potential damage to clothing.

Two-leading shoe front brakes are used on the small Standards and the Lockheed system gives good braking without fade. Frequent severe use on a fast test journey brought no deterioration. They could be applied hard on wet roads without the car pulling to one side. A low pedal pressure only is required for all normal check braking. The parking brake is operated by a pull-up lever placed conveniently between the front seats, and has an easy action with a powerful effect.

Use of light-coloured metals and trimming gives the interior of the Pennant a bright appearance. The top of the fascia is covered with a padded leather cloth which matches the interior trim. A glove box on the left has a lockable lid, and in the middle of the fascia is an ash tray, in addition to a space provided for fitting a radio.

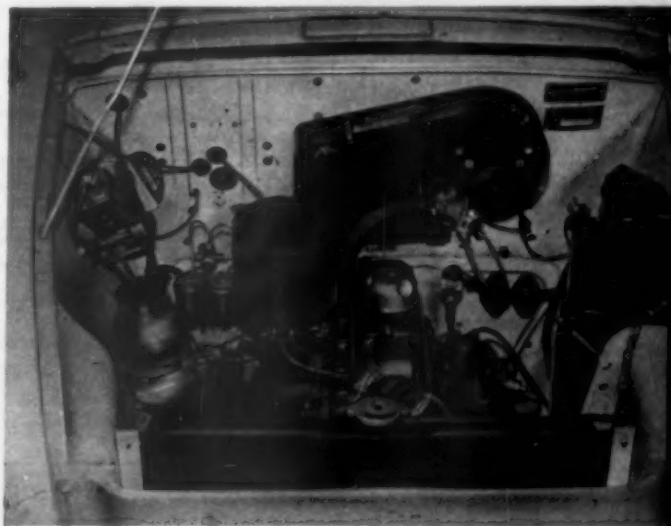
The accurate speedometer, which has a trip mileage recorder, is balanced by a dial which contains the fuel gauge and warning lights. Both instruments can be read clearly by the driver, and there is no reflection on the screen at

night from the panel lighting. Four switch controls and the ignition switch occupy the lower centre of the fascia. A single Windtone horn is operated by a push-button in the centre of the steering wheel.

Self-parking screen wipers are fitted—those on the test car were noisy in action, but very efficient—and a screen wash was fitted as an optional extra. Twin sun vizors are provided. Extremely cold weather was experienced during the test and the heating and demisting equipment proved inadequate in those severe conditions. A winter thermostat would be required if sufficient warmth is to be generated to satisfy North American winter conditions. The heater fan was noisy in operation.

The head lamps permitted maximum speed to be attained at night—the driving beam had good length and illuminated the road sides, and the dip beam was serviceable in fog. The warning light of the direction indicator switch, bright in daylight conditions, proved too strong at night. An interior lamp above the left side door pillar acts as a courtesy light when either front door is opened.

An excellent feature of the Pennant is that the rear seat can be folded flat to provide extra luggage accommodation when carrying one or two persons only. The back rest is secured by two straps located on press studs, and as it is folded forward, the seat cushion moves down and forward into the foot well of the rear compartment. All the seats are trimmed with Vynair, a moulded fabric which has good



Heater box and air cleaner dominate the engine compartment, but components which require regular attention are reasonably accessible

Standard Pennant . . .

non-slip qualities, and does not feel cold in winter conditions.

There is access to the luggage locker not only from inside but also by an exterior lid, and beneath its floor the spare wheel and tools are housed in a separate, easily reached compartment. Under the bonnet, which is released by undoing an external catch, the components which require regular attention are accessible and well placed. A new

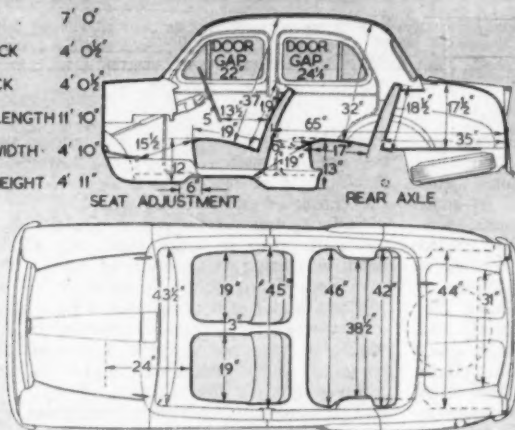
pattern Lucas battery is fitted; its top is easy to clean, as the cell connections are concealed.

Standrive two-pedal control can be fitted to the Pennant and costs £19 17s 6d. Leather trim is available at extra cost, as is the two-tone colour scheme.

With an exceptionally smooth and sweet engine, which makes no protest even at maximum attainable crankshaft speeds, the Standard Pennant has a long stride and good road manners. Moreover, it is very economical of fuel, and acceptably comfortable.

STANDARD PENNANT

WHEELBASE 7' 0"
FRONT TRACK 4' 0½"
REAR TRACK 4' 0½"
OVERALL LENGTH 11' 10"
OVERALL WIDTH 4' 10"
OVERALL HEIGHT 4' 11"



Measurements in these ½ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds.

Speed Range, Gear Ratios and Time in sec.

M.P.H.	*3.46 to 1	4.55 to 1	*5.03 to 1	6.62 to 1	*8.51 to 1	11.22 to 1	19.45 to 1
10-30	—	—	—	10.6	8.1	6.7	—
20-40	—	17.0	15.9	11.3	9.9	—	—
30-50	33.2	19.8	18.6	15.3	—	—	—
40-60	37.0	22.1	20.7	—	—	—	—

† Overdrive.

From rest through gears to:

M.P.H.	sec.
30	8.1
50	19.5
60	34.9

Standing quarter mile, 25.0 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
O.D. Top	64	103
Top	66	106.2
(best)	67	107.8
O.D. 3rd	50-66	80-106
3rd	40-62	64-100
O.D. 2nd	35-47	56-75
2nd	29-36	46-58
1st	14-20	25-32

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
O.D. Top	82	1 in 27
Top	130	1 in 17.2
O.D. Third	147	1 in 15.0
Third	205	1 in 15.0
O.D. Second	272	1 in 10.8
Second	340	1 in 6.5

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	65
True speed	11	20	30	40	50	60	65

TRACTIVE RESISTANCE: 27.5 lb per ton at 10 M.P.H.

BRAKES (at 30 m.p.h. in neutral):

Efficiency	Pedal Pressure (lb)
42 per cent	25
63 per cent	50
76 per cent	65

FUEL CONSUMPTION:

39.6 m.p.g. overall for 350 miles (7.1 litres per 100 km.).

Approximate normal range 35-45 m.p.g. (8.0-16.3 litres per 100 km.).

Fuel, Premium grade.

WEATHER: Cold, fine, light breeze.

Air temperature 45-50 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of 18 October, 1957.

DATA

PRICE (basic), with saloon body, £485.

British purchase tax, £243 17s.

Total (in Great Britain), £728 17s.

Extras: Radio £28 10s. Heater £19 10s.

Overdrive £63 15s.

Two-tone finish £11 5s.

ENGINE: Capacity: 948 c.c. (57.8 cu in).

Number of cylinders: 4.

Bore and stroke: 63 × 76 mm (2.48 × 2.992 in).

Valve gear: overhead, push rods and rockers.

Compression ratio: 8 to 1.

B.H.P.: 37 (net) at 5,000 r.p.m. (B.H.P. per ton laden 40.5).

Torque: 50 lb ft at 2,750 r.p.m.

M.P.H. per 1,000 r.p.m. in top gear, 15.

WEIGHT: (with 5 gals fuel), 15½ cwt (1,745 lb).

Weight distribution (per cent): F, 56.2; R, 43.8.

Laden as tested: 18½ cwt (2,045 lb).

Lb per c.c. (laden): 2.15.

BRAKES: Type: F, two leading shoes; R, leading and trailing.

Method of operation: F, hydraulic; R, hydraulic.

Drum dimensions: F, 7 in diameter; 1½ in wide.

R, 7 in diameter; 1½ in wide.

Lining area: F, 34 sq in; R, 34 sq in (72.5 sq in per ton laden).

TYRES: 5.60-13.0 in.

Pressures (lb sq in): F, 22; R, 20 (normal).

TANK CAPACITY: 7 Imperial gallons.

Oil sump, 7 pints.

Cooling system, 7½ pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 32ft 0in (L and R).

Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase: 7ft 0in.

Track: F, 4ft 0½in; R, 4ft 0½in.

Length (overall): 11ft 10in.

Height: 4ft 11in.

Width: 4ft 10in.

Ground clearance: 6in.

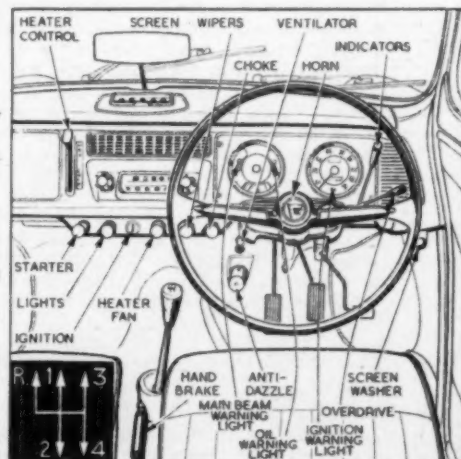
Frontal area: 19½ sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 38 am-

per-hour battery.

Head lights: S, Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, unequal wishbones, coil springs. Rear, half-elliptic leaf springs. Anti-roll bar, optional extra, fitted at front.



You'll like the winning ways
of the NEW

Riley *One-Point-Five*



£575

Plus £288.17.0 P.T.

You'll like its performance. Here's a new, smaller Riley—the exciting, revolutionary One-Point-Five—that gives a truly breathtaking performance. You'll enjoy its flashing acceleration, its effortless cruising in the 80's. You'll give full marks to its excellent steering and road-holding. You'll drive with confidence and pleasure in a car that gives you power with safety.

You'll like its luxury look. Polished walnut veneer facia and door panels, real leather upholstery, heater, windscreen washers—the Riley One-Point-Five is a car with the luxury stamp. It will gratify your pride of ownership—and at a remarkably low running cost.

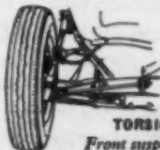
Riley *for Magnificent Motoring*

RILEY MOTORS LTD., Sales Division, COWLEY, OXFORD
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Every RILEY carries a
TWELVE MONTHS' WARRANTY
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See these winning features.
FACIA Handsomely styled in
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TORSION BARS
Front suspension by
torsion bars gives wonderful
road-holding and cornering.



CAPACIOUS BOOT
Takes stacks of luggage.
WRAP-ROUND WINDOW
For greater visibility.



See here.. **HOW SMITHS BATTERIES ARE BUILT FOR HARD WORK AND LONG LIFE!**

THE VENT PLUGS

The specially designed vent plugs have extra-large splash chambers, help long, efficient life by reducing splash and spill, eliminating corrosion.

THE CASE

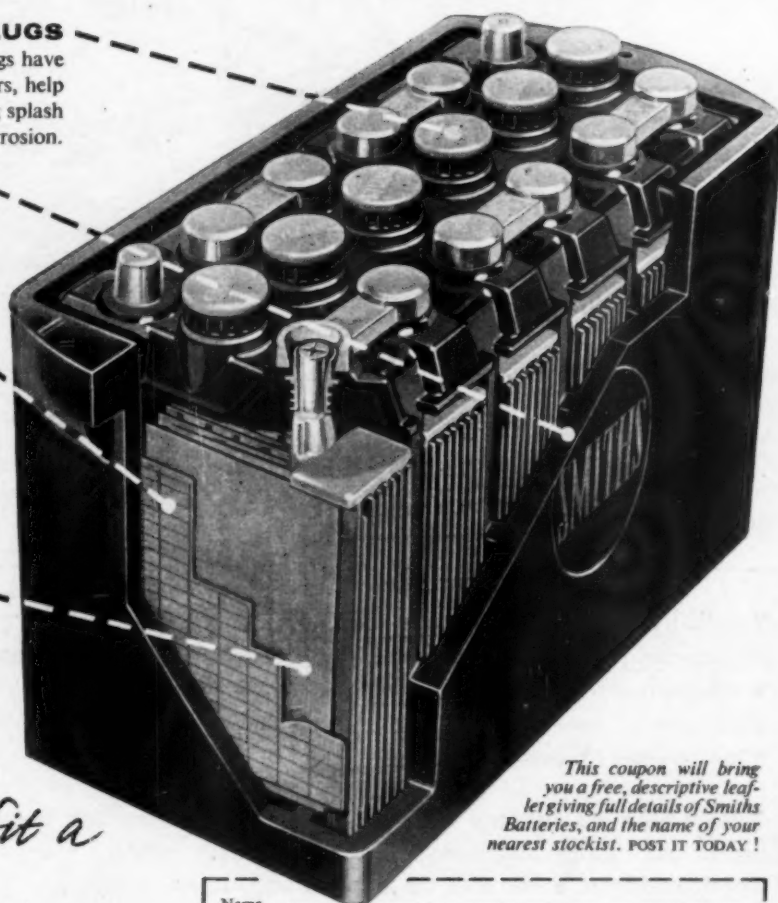
The battery container is moulded of tough, vulcanised material, helps long life by giving sturdy, all-round protection.

THE PLATES

The plates help in hard work by their electrically and chemically efficient design, help long life by their robust construction, which resists electrical, mechanical, and chemical stresses.

THE SEPARATORS

Plate separators of microporous rubber help in hard work by allowing free passage of electrolyte, help long life by their unequalled, enduring toughness.



*for hard work
and long life fit a*

SMITHS *battery*

One of **SMITHS** accessories for better motoring

**SMITHS INSTRUMENTS · SMITHS CAR HEATERS · BLUECOL
K.L.G. SPARKING PLUGS · SMITHS JACKING SYSTEMS
PETROFLEX · SMITHS RADIOMOBILE**

*This coupon will bring
you a free, descriptive leaf-
let giving full details of Smiths
Batteries, and the name of your
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Name.....

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PUBLICITY DEPARTMENT, 50 OXGATE LANE, LONDON, N.W.2.

SMITHS MOTOR ACCESSORIES LTD., 50 OXGATE LANE, LONDON, N.W.2

THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

Disconnected Jottings

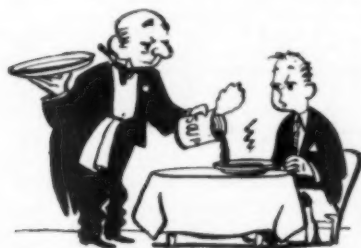
BY THE SCRIBE
Barry Appleby Drawings

Stars for Cooks?

IN the introduction to Ashley Courtenay's hotel guide, *Let's Rest Awhile*, it is stated that the turnover of hotel managements is rather rapid.

We know that the turnover of cooks is even quicker. Any gourmets' guide, any personal recommendation to a friend, tends to be out of date in no time. I think *cooks* should be recommended, not places. There should be, and probably is, a range of respectable diplomas in cooking and catering, ending up with the grand degree of Cordon Bleu. The cook's certificate, glazed and framed, should hang up with the menu at the entrance to the dining room.

There are snags in this, however; the best cook may be let down by a management which is very grudging about the catering. My pet hates are those heavy and tasteless blobs of pro-



Soups full of chemicals

tein called processed peas; tinned soups full of chemicals; synthetic coffee; and apple pie made with factory pulp and the addition of a square of works pastry. Someone tells me the advertisement pages of the catering trade journals yield worse horrors, such as cellulose meringue mixture.

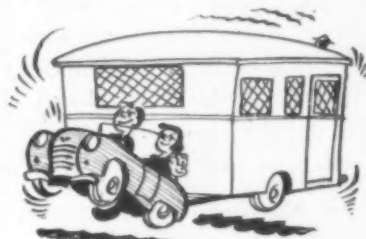
As a tourist, I like the fancy recipes at fine restaurants, but not where they are used to conceal the poverty or nastiness of the materials. Curry, what crimes are committed in thy name!

Danglers

I AM told that Switzerland has caravan regulations which would demand that the laden weight of the van should not be more than half that of the towing car. Thus an ordinary 1½- to 1½-litre family car, weighing about 20-22 cwt, would be entitled to tow a van weighing only 10-11 cwt laden. Our 2- to 2½-litre, six-cylinder family cars are about 26-28 cwt.

A more important aspect seems to me to be size—especially width—and number of wheels. Trailers of all kinds are happy with two wheels if they are light, carrying a sailing dinghy perhaps, or a 500 c.c. racing car. But big caravans really need to have four

wheels; they do less of this snaking of which we see too much on the roads. It needs a very wide road for anyone to feel happy to pass a snaking outfit—I have followed such antisocial types for miles.



Tail wagging a dog

Foot In It

YOU know that I can never resist collecting odd noises in cars. A sports model, I hear, recently produced a loud buzz, with a ringing overtone which, naturally enough, led to a rapid halt. A girl passenger then hesitantly confessed that she had stuck the pointed toe of her shoe through the grille of an inverted heater, where it had quarrelled with the fan-motor unit. There was, of course, an inquest: "Look at my fan," and "Look at my shoe." Also, "What a stupid place to put your foot," and "What a silly place to put a heater."

Wash-tubs

OUR publishing house has a monthly staff magazine, *Dorset House News*. In it, I see some remarks about the recent National Boat Show, by the Editor of *Yachting World*:

Of the smaller craft there was hardly a sailing boat of merit among them and some of the boats exhibited were only fit for use as baths or even for washing up in.

The production of a certain number of poor boats is, I think, mainly due to the publicity which small-boat sailing has lately been receiving in the national Press. It has created a demand from the ignorant and indiscriminating and this is bound to be met by the equally ignorant and indiscriminating builder who is out for profit. It is not a particularly healthy aspect but the industry has survived worse things than that.

On the other hand, there was much that was good and excellent to be seen.

This quotation might save our own Editor some work in 1958; with the alteration of a word or two, it would make a splendid leading article for the London Motor Show Report.

Complex Toys

CORRESPONDENCE in the *Daily Mail* about garage charges affords these extracts from two of the letters:

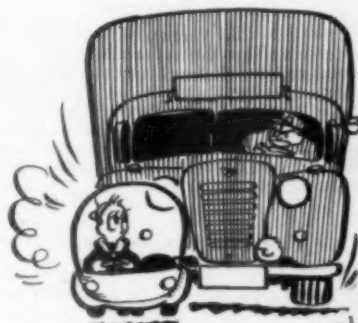
It doesn't suit the motorist to have his car efficiently repaired. He wants only a more modern car. He will spend £150 on

changing his car, but ask him to pay for a £50 overhaul bill and he will go blue in the face.

Popular taste has demanded a type of car which is extremely vulnerable to damage under congested traffic conditions, and is stuffed with gimmicks and gadgets of doubtful usefulness and fifth-rate quality. Added to this, about half Britain's motorists drive cars in a bracket they cannot afford. Any sort of repair bill, extortionate or otherwise, causes them to squeal.

Over My Shoulder

YOUNGER readers will realize with disgust and dismay that all this is leading back to Vintage 3-litres, and I am sorry. But I have learnt that the joys when young of shocking one's elders by being terribly modern are far exceeded by the delight, in middle age, of shocking young people by being excessively erstwhile.



Passed by huge lorries

Slow For Danger

ON Germany's great motor roads, the *autobahnen*, it is unsafe to drive too slowly—about 50-60 m.p.h. is right. Below that you are liable to be passed by huge trailer lorries—a great cause of accidents. This verdict followed investigations by the Hesse traffic ministry and the German A.C.

The speeds involved are high, but the principle is logical. Safety so often lies in flowing with the stream; it does apply to big cities in particular. More than once I have recorded how terrifying it is to dodder in central London, because of a low-performance or sick car, or elderly passengers. One is cut-in on, cut-out on, and generally carved up.

Snag Snips

AFTER reading the reports of the Monte Carlo rally, I want to warn second-hand car buyers of recent, low-mileage vehicles to be awfully careful for a month or two. As the Spanish proverb says, "Only an Americano or an Ingleso orders steak on the day of the bullfight"



Provisional Licences

PROVISIONAL driving licences will cost 10s, and will be valid for six months instead of three, from 1 March next; this puts into operation a part of Section 18 of the Road Traffic Act, 1956.

When the rest of the section is put into force by a further order, which the Minister has under consideration at present, licensing authorities will have power to refuse another provisional licence to any driver who, within the previous 1½ years (in certain instances within 2½ years), has held two provisional licences, the last during the previous 12 months, unless he has either taken a driving test or given reasonable cause for not having done so.

Oxford By-Pass

OXFORD City Council has placed a contract for the construction of the second section of the £1 million Oxford Eastern By-Pass. Work on the first, shorter section from Henley Road to Garsington Road began last April. It is expected that work on the later section will begin next month, and be completed by the end of the year.

Car Hire War Starts

FIRST moves have been made in a car hire battle which is about to start in this country. The world's largest rental combine, the Hertz Group of America, has acquired the British Daimler Hire company, and is understood to be making other plans to enter the British field of car hire. As a counter move, Godfrey Davis, said to be the largest rental company in Europe, has circularized about 5,500 new car dealers throughout the U.K., outlining a proposed car rental plan. Godfrey Davis

Next Week's Features

- ★ A FEATURE of outstanding importance to those who are interested in gas turbine cars.
- ★ ROAD TEST of the Renault Frégate with Transfluide transmission.
- ★ DESCRIPTION of a new Dutch light car.
- ★ ALL the regular features: News, The Sport, touring and other articles.

hopes eventually to appoint some 200 dealers throughout the country to operate their own or augmented fleets in a nationwide scheme run by the company. Each of these dealers would contribute 1s per day per car rented to an advertising pool.

Cars for America

CAPTION of a photograph published in a news page last week reported a claim that an Italian shipment of Fiat cars to Baltimore was the largest single foreign consignment to the United States, though no number of cars in the cargo was given; last year from Britain a single ship's cargo included 1,400 Austins, and two ships earlier had each taken more than 1,000 Fords to San Francisco.

More Cars from Sweden

EXPORTS of Swedish Volvo cars to the United States were doubled last year—from 5,082 in 1956 to 10,309. Exports to Norway went up from 1,781 to 4,896, and the total figure for exports by the

Swedish motor industry—28,000 vehicles—was a record. Of these, 24,076 were Volvos. Production of the Swedish Saab reached a total of 10,000 during the year, of which 2,100 were exported.

Volvo A.B. of Gothenburg are to build their own private proving ground, based on the M.I.R.A. establishment at Lindley. It will include a high-speed circuit, cobblestone and dust roads, and later there is to be a water splash, test workshops and repair shops.

Ford for Australia

ANNOUNCING the start of construction of a new Ford plant at Broadmeadows, near Melbourne, Australia, Mr. R. M. Sale, president of the Ford company of Canada, stated that car and lorry production was expected to start there in about 2½ years. He added that a "completely new Australian car—probably designed along the lines of the Ford Zephyr II" would be produced at the new plant. Details of the car could not be predicted at that time, he said, as the final product would depend on developments that take place in the meantime.

Standard Trip to South Africa

GENERAL sales director of The Standard Motor Co., Ltd., Mr. M. Whitfield, is on a visit to South Africa, where he is to have talks with the company's subsidiary concerning the expansion of the sales organization and of Standard car assembly in South Africa. His journey will include calls at Johannesburg, Capetown and Nairobi. Mr. Whitfield left Birmingham by air on Tuesday.

A.C. Prices Up

INCREASES have been made in the prices of all A.C. cars. New prices, with old ones in brackets, are as follows:

	Basic Price		Total Price	
	£	s	£	s
A.C. Ace	1,188	(1,100)	1,783	7 (1,651)
Ace-Bristol	1,443	(1,407)	2,165	17 (2,112)
A.C. Aceca	1,446	(1,375)	2,170	7 (2,064)
Aceca-Bristol	1,700	(1,664)	2,551	7 (2,498)

New From Holland

A NEWCOMER in the European miniature car market, the D.A.F., is to make its debut at the Amsterdam Show, opening on 13 February. It has been designed in Holland and will be manufactured in the D.A.F. truck and trailer factory at Eindhoven.

A full four-seater, the car weighs 11½cwt dry. The 596 c.c. horizontally opposed twin, air-cooled engine is at the front, and a fully automatic transmission is chassis-mounted at the rear, driving to the independently sprung wheels. The equivalent cost in Holland will be £400—approximately £100 to £150 cheaper than the Morris Minor, Volkswagen and Renault Dauphine. Full technical details of this interesting new car will be published next week.



The new 596 c.c. D.A.F. from Holland is a full four-seater, and the smallest car to go into production with a fully automatic transmission

Monte Frisky

ON 26 January a Meadows Friskysport was driven from London to Monte Carlo in under 24 hours. Actual driving time (excluding the flight from Lydd to Le Touquet, but including stops) was 22 hours and 6 minutes—an average speed for the 831 miles of 37.8 m.p.h. The car was driven by Mr. G. Bedson, technical director of Henry Meadows (Vehicles), Ltd., and Mr. J. Saunders, of The Villiers Engineering Co., Ltd. The 325 c.c. Friskysport had twin rear wheels for improved adhesion on snow and ice.

Mass Production for Russia

NEWS has come from Moscow that the 1958 Moskvich is to go into quantity production shortly. The new model has a 45 b.h.p. engine instead of the earlier 36 b.h.p. unit, and modifications have been made to the body and rear axle. Paintwork is now two-tone; there is more chromium and the seats are improved.

Geneva Approaching

AS a reminder, the Geneva Motor Show is to be held this year from 13 to 23 March. Other International Show dates are as follows: **Earls Court, London**, 22 October to 1 November; and **Turin**, 5 to 16 November.

Long Service

OLDEST and longest-service patrol of the A.A., Mr. A. Crowle, of Durham, has retired after 46 years with the Association. He joined as a bicycle patrol in 1912. The A.A.'s longest-service patrol is now Mr. W. Bull, of Edinburgh, who has 39 years' service.

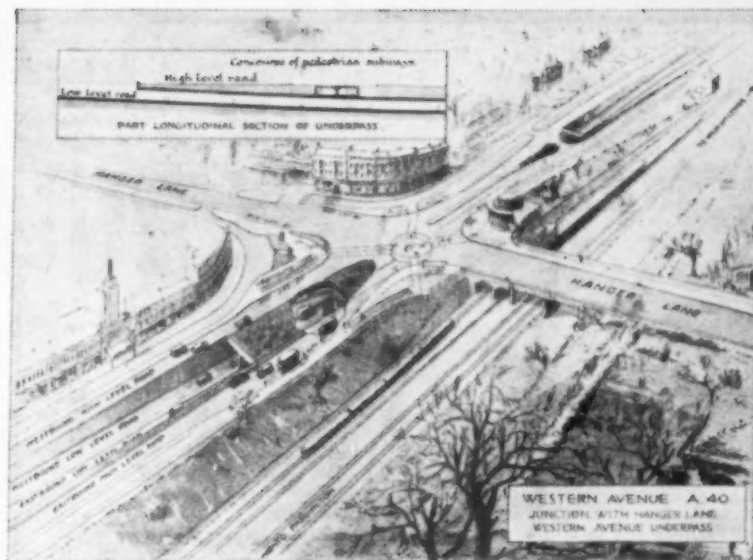
Oldsmobile Concessionaires

CONCESSIONAIRES in the United Kingdom for Oldsmobile cars are still Lex Garages, Ltd., 2, Lexington Street, Piccadilly Circus, London, W.1, to whom enquiries should be addressed. In last week's Road Test of the Super 88, the name of B. and C. Concessions, Ltd., was given; this Lex subsidiary is primarily concerned with the service side.

Toll Prospects. The feeling is steadily growing that motorists may be in for a shock at the toll charges which will be levied as nine new bridges and tunnels come into commission. The trouble arises from the fact that the intention is to recoup the capital outlay by tolls, and, unfortunately, in these days estimates only too often are well below the mark when the final reckoning is made. For instance, it is estimated that tolls will be payable on the Forth Road Bridge for 30 years, but with a capital sum in excess of £12m involved, it is no wonder that reserve powers have been taken to extend this period, and on the ultimate cost of the bridge will depend how reasonable the charges will be.

The Dartford-Purfleet tunnel serves as a guide. Here the work is up to schedule and should be completed by 1962; tunnelling is progressing from both sides of the river, and the shields have been driven for about 180 yards. The increase in the cost of the work—the estimate was for £11,000,000—is £500,000 over two years, and power was taken last year to increase three-fold the maximum tolls prescribed in 1937.

American experience, however, and our own with the Mersey Tunnel, suggest the possibility that increased traffic flow may well make it possible to reduce



ARTIST'S IMPRESSION of the new Underpass (see below) which is planned for the junction of the North Circular Road with Western Avenue at Hanger Lane. There will be two 24ft carriageways in the Underpass, and the North Circular will continue along the surface. At mid-level there will be a four-way pedestrian subway, shown here in the centre of the crossing and, in section, above left

UNDERPASS FOR WESTERN AVENUE

LAST year it was announced that an underpass was to be built eventually at the junction of Western Avenue with the North Circular Road at Hanger Lane in Middlesex. Now, full details of this important scheme have been released by the Ministry. In keeping with the accepted pattern for new British roads in this country, the underpass, which will carry Western Avenue under the North Circular, will have two 24ft carriageways. Additional roads of the same width will branch from Western Avenue to form a connection on both sides with the North Circular Road at surface level for traffic turning off to join the North Circular.

It is stated by the Ministry that the underpass forms part of a comprehensive scheme for the modernization of this trunk road (A40) to Oxford; another part is the construction of a new stretch of dual carriageway from Park Royal station through the underpass to Alperton Lane. This last section will extend the length of the dual carriageways to a total of ten miles, since it will link with the existing dual carriageways to the east and the west, opened to traffic recently.

Work on the underpass is expected to start in the spring, but no estimated completion dates for this or the new dual carriageways have yet been released.

WESTMINSTER COMMENTARY

toll charges after a few years, and perhaps to discontinue them earlier than appears likely at present.

Double-decker Road. Now top of the list in the plan to improve communications with London Airport, and heading the monorail scheme and the rail link plan, is the project for a double-decker road to link the airport to the Chiswick fly-over now being built as part of the Cromwell Road extension. The Brussels modernization programme (which was described in *The Autocar*, 15 November 1957, and on which Mr. Nugent reported to the Minister) obviously has impressed Mr. Watkinson considerably, for he is looking into this new idea urgently and a technical examination is in progress. It would avoid the need to pull down hundreds of houses.

Effect of Alcohol. The report on the experimental work on the effects of alcohol on the skill of drivers, conducted by the Medical Research Council and the Road Research Board, has been delayed because some of the analyses of part of the data had given equivocal results, and still further research work had to be done. However, the report is promised shortly. This research, which began in 1952, is likely to go on for some years.

Things to Come. Lord Derwent, chairman of the British Road Federation,

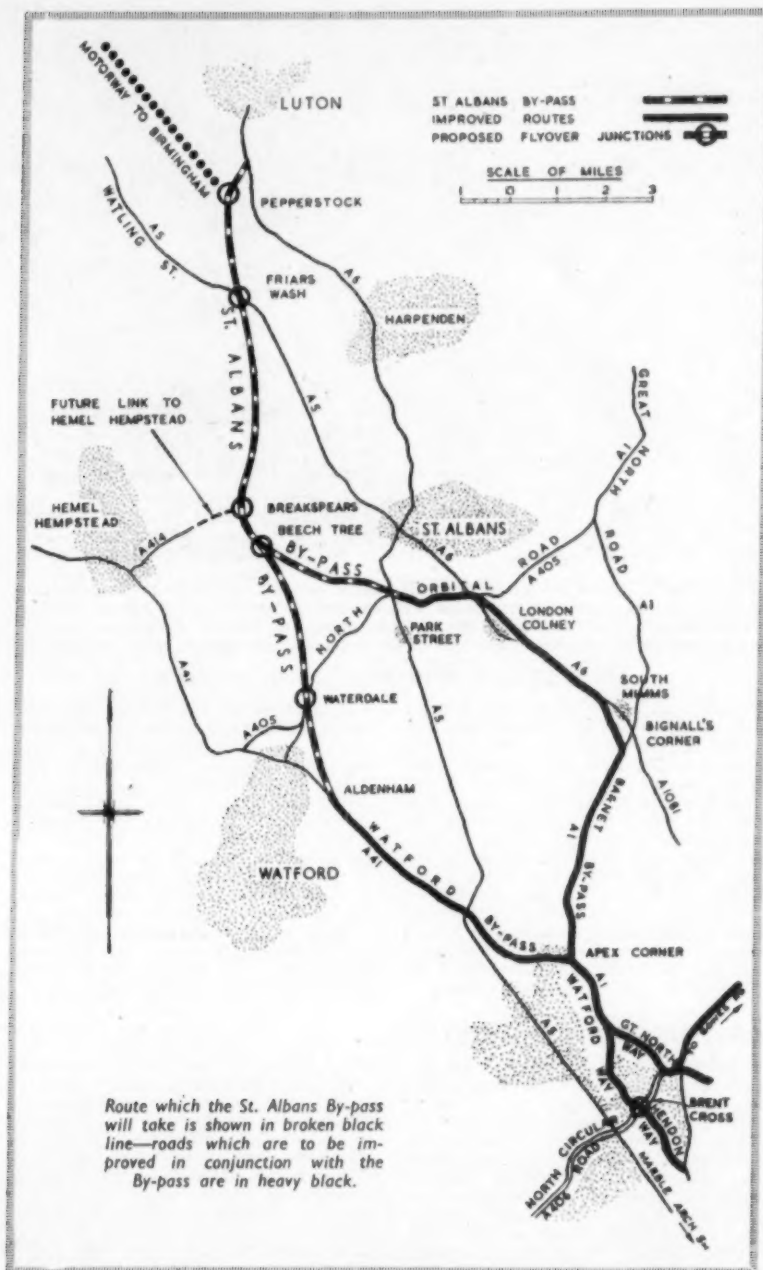
has a critical motion down for consideration by the House of Lords (for 17 February) on the time taken to acquire land for new road construction. He is to urge a far more ambitious ten-year plan in which the lines of new roads would be designated immediately and steps taken to acquire the land at once, to enable construction to start as soon as capital is available.

Accidents In Fog. An analysis of accidents in the fog during November and December last year is being made, to see to what extent the parking of cars without lights has been significant.

Westminster Parking Scheme. The report of the London and Home Counties Traffic Advisory Committee on the public enquiry into the Westminster parking scheme is now in the hands of the Minister. This scheme was put forward over a year ago and has received considerable and extensive opposition. Mr. Watkinson may be expected to act on the report before Easter.

Police More Active. During the last three years the number of Metropolitan Police officers engaged mainly on the enforcement of the Road Traffic Acts has increased by 32, and the number of police vehicles by 20. During the same period the number of summonses and written cautions has risen by about 25 per cent.

News and Views



MORE GOOD NEWS FROM THE MINISTRY

NOW that details of the proposed St. Albans By-pass have been published, the potential value of this new road can be appreciated. It will provide the missing links necessary for a fast main road route extending from Finchley Road in North London, to the start of the Birmingham motorway. It takes the form of an inverted Y (see map above), the apex being at Beech Tree. The stem of the Y, from Beech Tree to the start of the motorway, will consist of twin 36ft carriageways, while the two arms will have twin 24ft carriageways.

Of these two arms, the most important is that on the west, which will join the

existing Watford By-pass at Aldenham, where there will be a roundabout. At present the Watford By-pass is a three-lane road, but it is straight and flat, and the scheme includes widening and duplicating the existing road or providing new sections of road, to bring the Watford By-pass up to an improved standard.

The weakest point of this southern road at present is just north of Apex Corner, where one of the first 40 m.p.h. speed limits to be introduced in London came into force last year.

The eastern arm of the inverted Y obviously is intended to cater for traffic bound for the City of London, as

opposed to the West End. Roads marked by heavy black lines in the sketch map are those which are to be improved; thus it will be seen that part of A1 from Apex Corner is to be modified, and by-passes for South Mimms and London Colney are included. A stretch of the North Orbital Road is also to be modernized.

To the north, the St. Albans By-pass is to be extended beyond the fly-over at the beginning of the Motorway, to provide a link with the A6 road to Luton, so that traffic on this route can benefit from it. Unlike the Birmingham motorway, which is to be surfaced in asphalt, the By-pass will have reinforced concrete. As has been announced already, the By-pass is scheduled for completion on the same day as the Birmingham Motorway—31 October, 1959.

When the By-pass is built, the existing A5 main road, with its congested and dangerous bottlenecks at Elstree, Radlett, Park Street and Redbourn, will become obsolete; it will then serve adequately as the local country lane which it is. The good news of this road, and the improvements on others such as the A40, described on the preceding page, are encouraging, but they should not be allowed to bring too optimistic an air to the road prospects of the country, because an unlimited queue of obsolete roads and bottlenecks is still waiting for improvement.

So Many Populars

LAST Thursday the 50,000th Ford Popular to leave the Doncaster factory was driven away from the production line by the Mayor of the town. Assembly of this car was transferred from Dagenham to Doncaster in August 1955, but the total output of Populars since the model was introduced in late 1953 now exceeds 136,000.

Smaller Cars Plea

LETTERS have been sent by the Mayor of New York to five leading American car manufacturers, pleading for designers to give thought to the economic problems in cities, arising from the current size of American cars. Since 1938 the average length of four-door American cars had increased, he wrote, from 16ft 1in to 17ft 8in; and their width had gone up from 5ft 11in to 6ft 6in. The Mayor added that car parks had lost 15 per cent of their capacity in the past few years, and garages built before the war could now accommodate only 60 per cent of the cars they had been designed to hold.

Requests for Weather News

IN the first two months of the ASK 6611 A.A. weather service, 123,000 calls were made to the seven centres where it operates. London was highest with 60,787 calls, followed by Manchester (15,052), Birmingham (11,516), and Cardiff (10,566). During the foggy weather at the beginning of December last year the London weekly average of calls rose to over 23,000, compared with the normal average of around 4,000. The bulletins are supplied by the A.A., based on patrol reports, and are recorded by the G.P.O. The number ASK 6611 applies in London, Birmingham, Manchester and Liverpool; in Glasgow, Edinburgh and Cardiff it is 938.

the **NEW** $1\frac{1}{2}$ litre **SUNBEAM RAPIER**



... SETS A NEW STANDARD
IN PERFORMANCE — SAFETY — ELEGANCE



NEW power-plus 'Rallymaster' engine to give you sparkling performance allied to surprising economy and steadfast reliability. Now $1\frac{1}{2}$ litres (1494 c.c.)... twin carburettors... larger valves... compression ratio increased to 8.5... higher torque. All new features... but tried, tested and proved in the toughest competitions.

NEW Gear Change A short sports centre gear lever to give a direct, quicker, cleaner change to match the new engine's great performance.

NEW Safety features to give you the safest ride you ever had. New 10" brakes with 15% better performance... higher rated coil springs and shock absorbers... entirely new positive featherlight steering... all contribute to a new experience in road holding.

NEW looks to thrill the eye... new comfort to shorten the miles. Re-designed exterior set off by elegant fins embodying tail lamp cluster. Re-styled interior — luxurious foam rubber seating for tireless driving. Wide choice of new contemporary two-tone colour schemes.

Price: Saloon £695 (plus P.T. £348.17.0) Convertible £735 (plus P.T. £368.17.0)
Whitewall tyres, overdrive on 3rd & 4th gears available as extras

* And now — a convertible too! All the features of the new saloon but with a neat retractable hood for open car enthusiasts.



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Latest addition to a great tradition



ONE-POINT-FIVE Saloon

A tradition of motoring excellence, created by fine craftsmen working with the finest of modern materials. Contributing to the tradition, 'Bostik' Sealing Compounds and Adhesives are used on the Riley One-point-five because...

Bostik
complements craftsmanship

'Bostik' is a registered trademark of B. B. CHEMICAL CO. LIMITED, ULVERSCROFT RD., LEICESTER

X-HAND MARKET GUIDE

Used Cars on the Road—121

1953 VAUXHALL WYVERN II

Basic price new	£495 0s 0d
Total price new	£702 7s 6d
Price secondhand	£475 0s 0d

Acceleration from rest through gears:	
to 30 m.p.h.	8.8 sec
to 50 m.p.h.	24.1 sec
20 to 40 m.p.h. (top gear)	10.9 sec
30 to 50 m.p.h. (top gear)	15.0 sec

Petrol consumption	29-35 m.p.g.
Oil consumption	negligible
Date first registered	September 1953
Mileometer reading (see text)	14,264

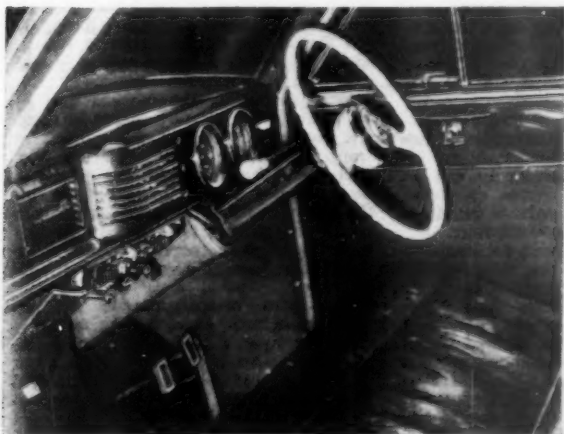
Provided for test by Baldwins Motors (Totnes), Ltd.,
Station Road, Totnes, Devon. Telephone: Totnes 2404

USED car buyers sometimes attach too much importance to the mileometer readings of cars which they are planning to buy. If a genuine low-mileage example can be obtained, that is an obvious sound purchase target; but with cars of, say, five years of age of which true histories are known, it may occasionally be better to go for a higher mileage car, instead of one which has seen less use but may be nearing a number of expensive repairs. A high-mileage car already may have received the overhauls of major units, which are often due around or before 60,000 miles.

This line of thought is suggested by the Vauxhall Wyvern II which is the subject of this test, because the mileometer reading above is that recorded since the engine was overhauled. Baldwins Motors state that a figure of 52,000 should be added to the mileometer reading to obtain the total mileage covered, making 66,000. There were indications of this in the interior, but the good mechanical condition suggested a lower total.

One fault was evident straight away: the thermostat was not working, and in cold weather the engine was not reaching normal temperature. Beneath the front of the car were signs of a recent boil-up, and it may be that the thermostat had caused it, and had been removed as a temporary expedient. It is important that this unit should be in efficient working order because, apart from the possible acceleration of the rate of engine wear, it was found that an improvement of around 4 m.p.g. was effected when the temperature was maintained at normal by blanking off part of the radiator. Apart from this and a fault in the windscreen wipers, all of the car's electrical and mechanical equipment was in efficient working order.

Starting was good when hot or cold and, even immediately



Only one change had been made to the interior of the car—the addition of a switch to the right of the facia for the reversing lamps. Other minor controls are grouped centrally; the arrangement is neat, but individual switches are difficult to select at night.



This model of the E-type Vauxhall Wyvern is powered by the later over-square engine which was introduced in 1952, and upon which the Victor engine is based. It proved to be a lively and economical unit

after a cold start, the engine pulled well and without stalling. Although not big for the size of the car, the 1½-litre engine is—for a four-cylinder unit at least—both smoothly tractable at quite low revs and unobtrusive at the car's best cruising speed, which is around 55 m.p.h. Much above 60 m.p.h., there is appreciably more engine noise, its level rising as the 70 m.p.h. maximum speed is approached.

Synchromesh was fully effective on the two upper ratios of the three-speed gear box, and although bottom gear—which is necessary to pull away from less than about 6 m.p.h.—has no synchromesh, it proved to be easy to engage by a brief double-declutch. As with many three-speed gear boxes, the steering column change is light and positive in action, and pleasantly easy to use. The familiar "Vauxhall whine" was noticed in the indirect ratios, but the back axle was quiet. The clutch was smooth and trouble-free.

Suspension—by independent coil springs at the front—is fairly soft, in keeping with the character of the car, and it provides an extremely comfortable ride. The dampers have not weakened noticeably. Road noise is commendably low, particularly on bad surfaces, and there were no rattles. The Wyvern's cornering abilities proved to be much better than might reasonably be expected from a family saloon of this type.

On first acquaintance there is an impression of lack of precision in the steering because the control is extremely light and has little feel; in fact, very little free play has developed and the car's directional stability is good.

Really powerful brakes, which respond well to light pressures, are a feature of the car, and there was no tendency to pull off course under heavy braking. The handbrake is operated by a conveniently placed lever to the right of the driving seat. It would hold the car positively, even on steep gradients.

As already suggested, it was the interior of the car which gave more obvious indication of the mileage covered; for example, the front bench seat had sagged appreciably, particularly on the driving side. Apart from one or two small holes in the green Vynde, the appearance is still satisfactory, however, and the seats remain comfortable but do not give the elevation necessary for the eye level of the front occupants to be sufficiently high above the scuttle. The interior metalwork is painted in metallescent green, which has lasted well except on the front doors in the region of the swivelling quarter lights, where leakage has resulted in excessive rust. The decorative chromium of the facia is unmarked, and the grey cloth roof linings have lasted unusually well. The fitted green floor carpets are above average for the age of the car.

Metallic green paintwork is used also for the exterior and it is suspected that this is the car's original finish. It is now somewhat faded, but remains generally sound, except for one or two minor chips and dents. With the possible exception of the bumpers, the chromium is outstandingly good.

Accessories which have been added include a fresh-air heater (which proved to be commendably effective, provided that the engine temperature was kept up); a vacuum-operated screen-washer; a flat yellow beam fog lamp (which served well during a foggy period of the test); two wing mirrors; and manually controlled reversing lamps. There is no trip mileometer; but the instruments include a fuel gauge and coolant thermometer.

All of the tyres are a little less than half worn; three are Goodyears, and Firestone Town and Country are fitted on the rear wheels. The toolkit comprises a jack and wheelbrace only.

This Vauxhall has had one owner from new, and throughout its four-year life has been based on Exeter. In view of this proximity to seaside districts, special attention was paid to the condition of the underbody, but this was found to be in good order. There was no excessive rust, and it was noted that the silencer and tail pipe must have been renewed fairly recently.

On test the car was judged to be a practical, economical and comfortable six-seater family saloon, effortless and restful.

TECHNICAL TOPICS

Engineering Improvements and Running-in; Dual Head Lamps for British Cars?

IN a recent B.B.C. Television programme a report was presented asserting that new cars on delivery from the factory to the docks or agents were being ruined by excessive speed. Frankly, this allegation surprised me, for I have never seen an example of this.

Since that time I have paid particular attention to the driving methods of these car-delivery drivers and, on occasions, have timed them over stretches of road where they could have easily used the maximum speed of the cars. Rarely have they exceeded 30 m.p.h., and the highest speed which I checked was 36 m.p.h. on a down grade. What the programme failed to point out was that there is no longer need to adhere to a practice, perhaps necessary 20 or 25 years ago, but now outdated.

Modern engineering practice has completely changed this problem of the running-in period. So long as "sustained" high speeds, or full throttle with the

face and reduces the tendency to spall or pick up. Heavy loading and low speeds are the worst conditions for running-in; medium load and speeds are best.

In the engine, the main components which require running-in are crankshaft and bearings, pistons, rings and bores, camshaft and tappets, and valves in their guides. In the days when bearings were hand-fitted, no matter how well it was done, the surface finish formed a series of humps and hollows; old craftsmen will say that a hand-fitted bearing is always the best, and it is probably kindest to leave them with their memories.

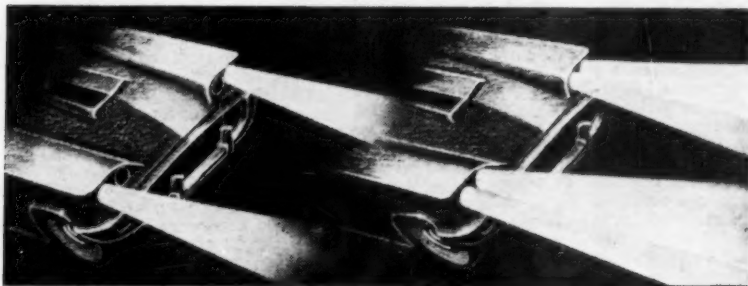
With the modern thin-wall bearing a complete bedding of the rubbing surfaces is obtained from the start, so that no longer are local high spots a danger in producing overheating which leads to the metal running out. Another factor which has improved bearings is that the methods of oil feed, flow, and the shape of the exit holes have become much more of a

junction with these rings, the surface finish of the cylinder bore is provided with a very closely controlled degree of roughness. At one time the aim was to get the highest possible degree of glaze, but it was found out that a controlled pattern of roughness, derived from the speed of rotation and reciprocation of the finishing tool, was very desirable in the initial stages to maintain an oil film until the rubbing surfaces had been work-hardened.

Tappets and camshafts generally are provided with a phosphate or similar surface treatment to assist the running-in; such surface treatments assist greatly, as these components only have line contact under load—the most severe condition.

Most modern cars are equipped with a hypoid rear axle, in which the teeth have partial sliding action, as distinct from true rolling action of the other transmission gears. This explains why special oils are necessary to withstand the accompanying high tooth pressures. Before being fitted to the car, these gear sets have had a considerable amount of rig running in matched pairs, and if the maker's recommendations on the special lubricants necessary are adhered to, they are trouble-free.

Thus, although it would be extremely foolish to adopt a foot-hard-down technique with a new car, it is also a fallacy to think that the maximum running-in speed is the old standard of 30 m.p.h.



With the American dual head lamp system the outer lamps are used for low beam and both pairs are in circuit on high beam

Four Beams

After driving several American cars equipped with dual head lamps, I consider that there are good arguments in favour of the system, and that it is not necessarily a styling whim. With this twin-lamp system the outboard unit of each pair contains two filaments, one at the focal point and one below this point; the inboard lamp of each pair contains a single filament placed on the focal point. When the passing or low beam is used, the outboard units only are lighted, by the filament at the focal point, which seems to provide a better controlled and improved passing beam.

On main beam, the inboard unit of each pair is the primary source of light, and the second filament of the outboard lamps is lighted to provide a combined, well-placed beam for highway driving. By balancing these separate units for their respective main purposes a much better compromise of penetration for high speed, and spread without sharp cut-off for passing seems to have been achieved.

Two factors would appear to affect the adoption of this system on British cars—cost, and styling, which may not be easy to blend with our smaller vehicles. But with the almost universal use of the dual head lamp system in America, our manufacturers may be forced to provide them for that market. Domestic needs sometimes have to be subordinated to those of export markets, and I, for one, would welcome this latest lighting development.

H. M.

engine slogging, are avoided, the running-in can be assisted and its duration reduced by avoiding low speeds for long periods.

Manufacturers have tended to dodge this somewhat controversial issue, but experience shows that if 50 m.p.h. or 2,500 r.p.m. with a light throttle is not exceeded, no harm will be done and a quicker bedding-in, particularly of pistons and rings, will result.

What is the object of running-in, and what are the engineering improvements which have reduced its necessity? In any dynamic mechanism such as a car, there are components which have relative movement, some by sliding and some by rolling action. During the manufacturing process these surfaces, no matter how carefully the machining is controlled, are left with a slight surface imperfection in the form of minute hollows and humps. These must be broken down into a smooth surface, and a skin formed by work-hardening.

Most people are familiar with the process of hammering a piece of soft steel, which results in its surface becoming tougher or work-hardened. This is similar to the aim of the running-in period, which produces a more homogeneous structure of the metal on the rubbing sur-

science, so that the possibilities of failure through oil starvation are now negligible.

Piston scuffing used to be the most frequent cause of failure during the running-in period, but the improvements which have been made in the components are perhaps not fully appreciated. Today the skirts are cam-formed and barrel-ground, making scientifically controlled allowances for changes in shape by expansion from cold to running temperatures. During the development of an engine it is often necessary to test as many as six different forms of piston skirt, each with only a minute variation, before the final shape is determined.

In the past pistons were substantially round on the thrust faces, with relieved panels across the gudgeon pin axis. It was found that the piston could touch the cylinder walls at isolated spots, and the resultant heavy loading caused a local seizure. It was quite a common practice to remove pistons during test-bed running to file away these local high spots, but the modern scientific approach has eliminated all this.

Most modern engines feature a chrome-plated compression ring, and research has demonstrated that bedding-in is improved with fast running. In con-

FURTHER PROOF THAT
**They build durability
at Dunlop**



**DUNLOP
TUBELESS
TYRES**

THE NEW
**SUNBEAM
RAPIER**

are fitted as standard equipment to...

DUNLOP

built better to last longer!



For builders' vans with rolls of plans

and sons of toil with horny hands,



For busy shoppers' bubble-cars



careering here and there.

For models run by charmers

or by chicken-feeding farmers,



Diverse drivers, all and one declare—

"Esso for Extra"

—fuel beyond compare!



Sharpening the Rapier

WHEN the Rally was over at Monte Carlo, the Rootes Group offered us the opportunity of a pre-announcement trial of the latest version of the Sunbeam Rapier, which is described on pages 180-1. It was a fitting occasion, as the highest-placed British car in the Rally had been the Harper-Elbra-Phillips Rapier. I, personally, was particularly interested to try this new car, and to compare its performance and handling with that of the somewhat special version of the older model in which I had just completed the Rally. Not only was it possible to sample the car over a "mountain circuit" of roughly 100 miles in the *Alpes Maritimes* behind Monte Carlo, but I also had the opportunity of driving it back to England. The journey was completed in two stages—a 640-mile overnight drive from Monte Carlo to Paris and, on the following day, back to England via Le Touquet and Silver City.

First impression was the surprising gain in performance brought about by so small an increase in engine capacity; this performance is given in a much more effortless manner, and with less fuss, than with the earlier model, and one finds oneself covering the ground far, far quicker than appears to be the case.

This impression was confirmed on the drive north from Monte Carlo, when the night crossing of the *Alpes Maritimes*, still very icy in parts, was achieved at an average speed of 42 m.p.h. The total mileage of 630 was covered at an overall average of 44.4 m.p.h., including two fuel stops and a 45min break for breakfast.

During one spell of 41 minutes, 51 miles were covered, giving an average speed of 75 m.p.h. and the fuel consumption for the journey, on which no thought was given to fuel economy, worked out at 27.9 m.p.g., with three people and luggage in the car.

A maximum speed of 93 m.p.h., checked against kilometre posts, was reached in overdrive top gear with two people in the car. In normal top, the engine will soon reach the maximum permitted speed of 6,000 r.p.m., but it requires a long straight for the engine to exceed much more than 4,600 r.p.m. in overdrive top. For this reason, those who are concerned more with performance than economy may find that, without overdrive and with the slightly higher axle ratio, the car is quicker over the ground than with overdrive.

The car in question would cruise in overdrive top at between 80 and 90 m.p.h. whenever the road allowed it, and with very little noise from the engine.

A criticism is that the none-too-well chosen ratios of the older model have been retained—with the very close first and second, and the big gap between second and third. The greater torque of the larger engine makes it even less necessary than before to use first, and overdrive on second is very desirable to fill the gap between that ratio and third.

The new steering is a great improvement; it is much lighter, more positive, and no longer has any tendency to "tighten up" when the wheel is turned towards full lock. The brakes, with their 25 sq in increase of lining area in front, are well up to the new performance. This increase in area has been found necessary



in such events as the Mille Miglia and Alpine and Monte Carlo rallies which have been used as a development ground.

Even when the fully laden car was driven fast downhill in the Alps there was no sign of fade, though the high temperature of the linings was indicated by a strong smell inside the car.

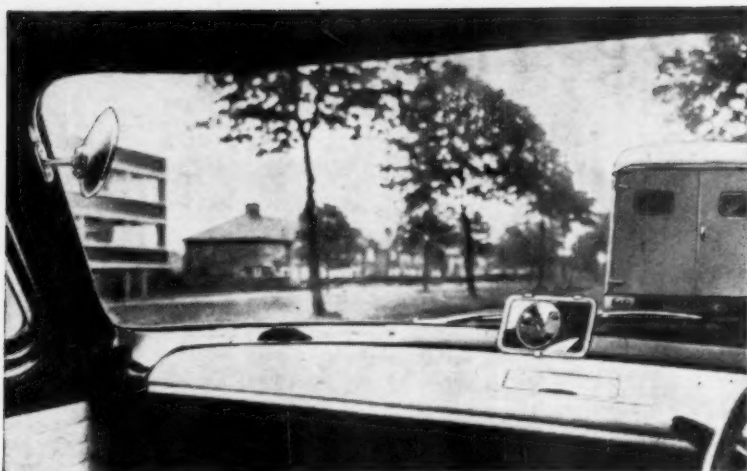
It has always been the policy of the Rootes Group to use the tough international rallies as proving grounds for the more sporting of their products. It was through such events that the Rapier's predecessor, the Mark III Sunbeam, be-

came almost supreme in its class; few quantity-produced cars have had a better record of rally and competition successes. The Rapier is following its predecessor's tracks, and this latest version, with the faults of the earlier car ironed out, is well on the way to achieving the same supremacy. The lower half of the engine has ample reserves of strength, and will stand an even higher power output. In tuned form it would be one of the fastest of the European small cars; already it is one of the best looking.

P. G.

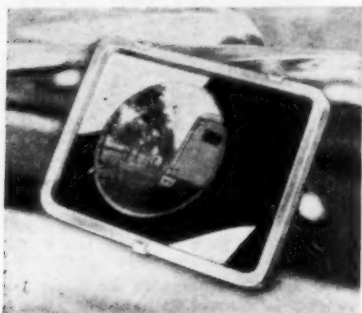
Though the new Rapier is small and compact, the tail fins and flashes give the impression of a greater overall length. Below: Available for the first time in convertible form, the Rapier now caters for the open-air motorist too





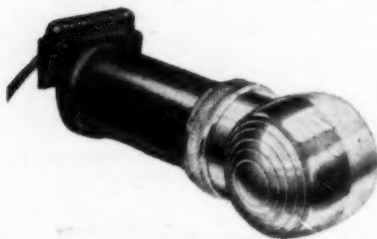
Layout of the two mirrors used in the Lucas "passing periscope". Right: New Tecalemit grease gun

Accessories



Close-up of the inner mirror of the Lucas passing device, showing the driver's view of the road ahead

Barnacle's all-plastic parking lamp



Passing Periscope

AN accessory of interest to those who take right-hand-drive British cars to the Continent, and those who run American cars in Britain, is introduced by Joseph Lucas, Ltd., Great King Street, Birmingham, 19. It is a sort of periscope, using two mirrors. Its object is to give the driver a view ahead of a big vehicle he is seeking to pass, when the width of his car out in the traffic stream is no more than a safe few inches. Normally, a dangerous width of car must be out before the driver can see down the road.

The device is simple and, at £1 17s 6d, inexpensive. One mirror is mounted on the appropriate screen pillar, inside the car. It is angled to reflect a view of the road ahead to a second mirror, mounted



Tyresoles' "winter" retread pattern

above the fascia, which passes the image to the driver. The second mirror is flat, but the first is slightly convex, to take in a greater view. It is less convex than rear mirrors, and so the apparent size of oncoming vehicles is not too diminished.

A member of *The Autocar* staff drove a left-hand-drive American car, fitted with the "No-Passing" periscope device, in Britain. Big vans and buses were followed. As soon as the car was taken out a very little way, so that it was still in no danger from an oncoming vehicle, a glance could be flashed at the inner mirror, and the state of the road ahead appreciated in a moment. Because the mirrors require to be a fixed distance apart, the one nearer the driver was at the middle of the screen of the especially wide car, and this meant that the driver had to turn his head for a moment. He found that he could spare a quick glance to see whether or not the road was clear, but he could not divert his eyes from the ahead view long enough to assess the type, speed and distance of an approaching vehicle. He was still far better informed, of course, than he was without the device.

With slimmer British cars, it was thought that even this drawback would not be met, for the inner mirror would be nearly in front of the driver. He might be able to watch the mirror, and where

he was going with his own car, simultaneously.

The set includes a safety rubber rim for the inner mirror, and self-tapping screws with plated heads. It seemed odd that the outer mirror should be round—though this is no drawback in practice—but it was recalled that an oblong convex mirror is more difficult and expensive to make.

Another "Winter" Retread

IN the winter equipment number of *The Autocar* (22 November) all the compromise and winter tyres for bad going and normal motoring on hard roads were reviewed, but a large retreading firm, Tyresoles, Ltd., Palace of Engineering, Exhibition Grounds, Wembley, Middlesex, has now entered this field. The tread looks promising; it has coarseness for grip on mud, with wide clearance channels, and the continuity of pattern necessary for good running on hard roads.



Improved Grease Gun

IMPROVED versions of the Tecalemit grease gun have steel barrels and are claimed to develop 5,000 lb sq in pressure, with the soft grease or heavy oil for which they are designed. They may have Hydraulic, Tat-hexagon or Tecazerk connectors on the nozzle. The LP holds 5 oz and the MP 3½ oz. Prices vary between £1 3s 9d and £1 18s 6d, according to the kind of connector fitted.

The makers are Tecalemit, Ltd., Plymouth, Devon.

Parking Lamp

A NEW parking lamp is introduced by Barnacle, Ltd., Barnacle Works, Bensham Lane, Croydon, Surrey. It is made of the tougher kinds of plastics, and shows white to the front, red to the rear. The base makes possible use of the roof gutter for mounting. This PPL.2496 lamp costs 11s 9d, complete with bulb and 2yd of flex.

Bright Edging

EVEN close inspection does not reveal that a new trimming material by Creators is not bright metal, but metal foil under transparent plastic. The section is pear-shaped, and springs open to be fitted over, and firmly to grip, any metal edge on bodywork. It is recommended that it should be bedded on cellulose acetate, or cellulose paint. The Minor section is about 7/8 in by 1/4 in and costs 1s 6d a foot; the Major is 1 1/2 in by 1/4 in (2s). They are supplied only to traders, in 100ft rolls.

These bright edgings, which can be used wherever an owner fancies, should be indefinitely resistant to corrosion, and very resistant to scratching. They are easily curved across the round, but in depth—from top to bottom of the "pear"—are stiff and accept gradual curvature only; bending to fit a curve is made easier if the strip is heated gently. The makers suggest the embellishment and protection of roof gutter edges as the principal use.

At 30° of frost
cars start easily on
CASTROLITE

A car undergoing severe test
in a refrigeration chamber.
Photograph by courtesy of
The Nuffield Organization.



Don't take chances-ask for
CASTROLITE
by name

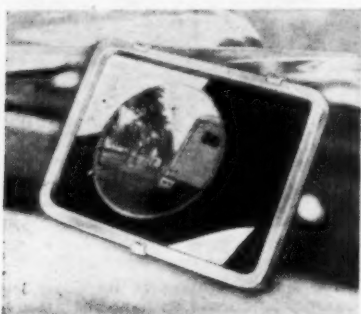
THE BALANCED **MULTI-GRADE** MOTOR OIL





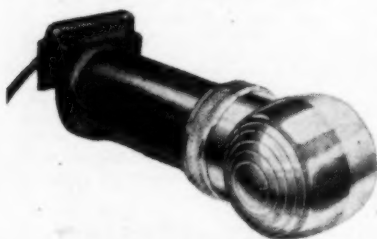
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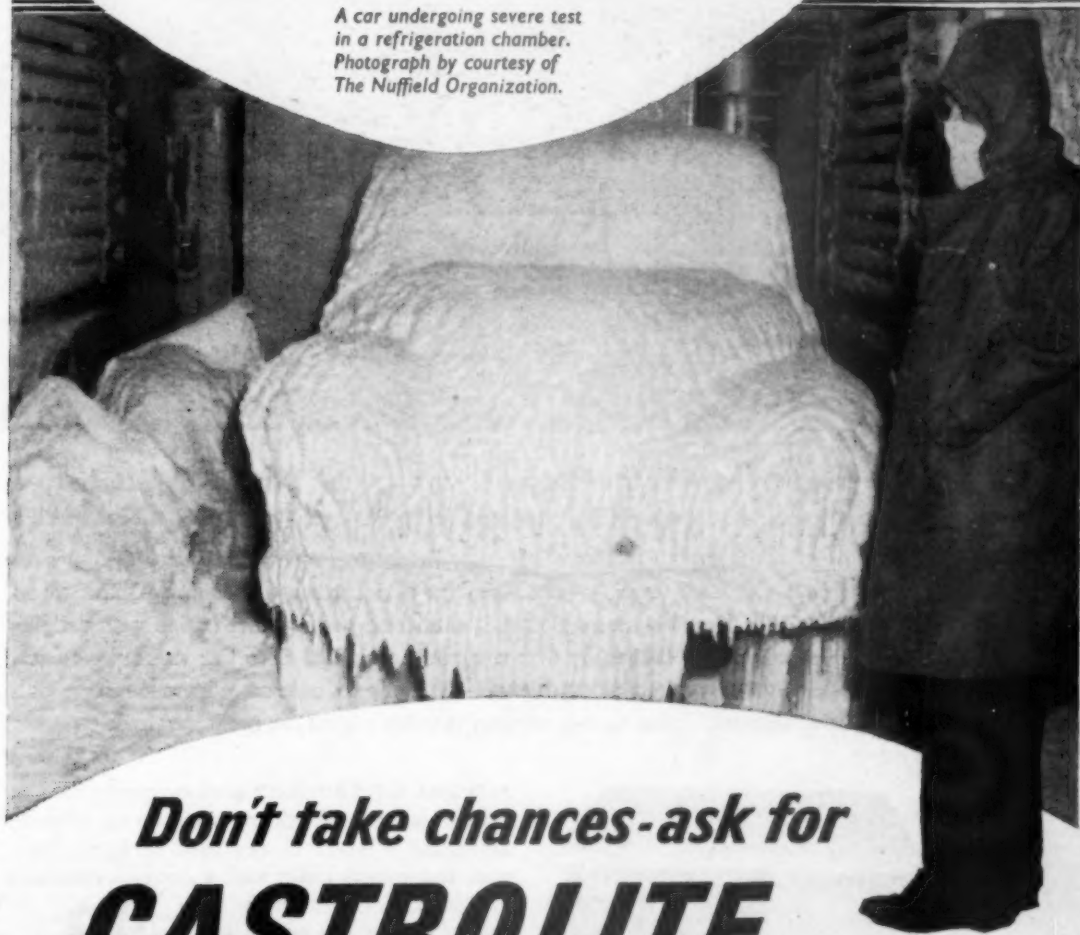
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*A car undergoing severe test
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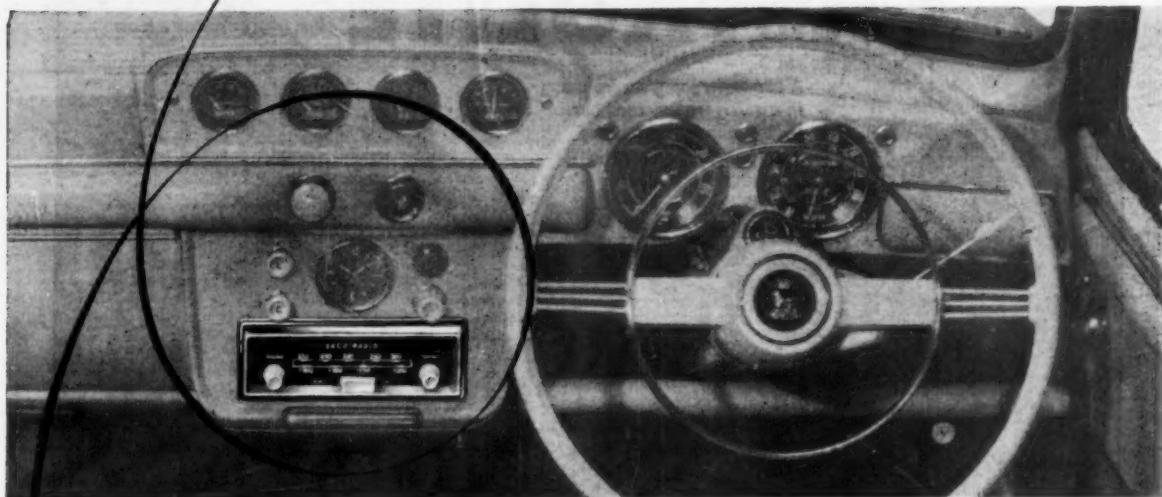


Don't take chances-ask for
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by name

THE BALANCED **MULTI-GRADE** MOTOR OIL



EKCO *car radio*



—approved by the Rootes Group as standard alternative optional equipment for the **new 1½ litre SUNBEAM RAPIER**

To match the superb quality of the new Sunbeam Rapier, the Rootes Group have chosen a Car Radio equally outstanding in performance and styling—Ekco Model CR280/RG2. Here is a receiver offering brilliant 2-waveband reception with delightful ease of control. Backed by over 21 years' specialised Ekco Car Radio experience, Model CR280 is supremely reliable and—at a price of only 20 guineas complete with speaker and installation kit—it represents today's finest car radio **VALUE**.



MODEL CR280/RG2 4-valve superhet receiver (incorporating self-rectifying synchronous vibrator) individually styled for the new Sunbeam Rapier. Black scale and control knobs with a bevelled chromium surround. Complete with high-quality speaker and special installation kit—

20 GNS

There is an Ekco car radio model for your car — whatever its make or year



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Please send me full details of model CR280 for my

MAKE OF CAR YEAR

NAME

ADDRESS

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BEAUTY of winter, seen in a snow-covered countryside at Bramham Hall Gate, not far from Bedford

Correspondence

The Red Flag

Demonstration of 1896 Recalled. In the summer or early autumn of 1896 I was taken to an exhibition and demonstration at the Imperial Institute. A number of motor cars were driven around the courtyard and up and down a wooden ramp. I was taken on a trip round and received a reprimand for waving a red flag which I found beside me on the rear seat.

I have always understood that the purpose of this exhibition was to allow Members of Parliament to see, try, and have demonstrated, the safety of the vehicle which the Bill, then before Parliament, proposed to free from being preceded by a pedestrian carrying a red flag.

Chipstead, Surrey.

I. C. LEGG.

Long-lived Engine

98,040 Miles in Ford Consul. I have been so pleased with the mileage obtained with the original engine of my Mark I Ford Consul (October, 1953) that I thought other Ford owners may be interested. I have just sent the car in for a replacement engine, having completed 98,040 miles with the original unit.

At 97,500 miles I found that I was having to check my back exhaust valve every day, as this got noisy after about 80 miles. At 98,040 miles I realized this was due to the cam follower, which was then very worn and only just opening the valve, even

though I felt that the engine had another 30,000 miles, at least, ahead, as it was only using one pint of oil per 600 miles and the power, until the cam trouble, was as good as ever. I considered it doubtful economy to pay for the engine stripping and fitting a new cam, and decided to have a reconditioned engine fitted. The following is a summary of repairs to 98,040 miles.

Engine de-coke at 50,000 miles and at 96,500 miles (by myself).
Timing case oil seal.
Axle, on bearing (carrier).
Two rear springs.
Brakes re-lined three times.
Approximately four sets of tyres, say 20,000 miles per set.
New radiator.
Oil seal to front suspension.
Three new wheel bearings at front near side.
New track rod ends.

This car has been driven every day for business and, as I am a civil engineer, the roads I use are often pretty rough; it has been driven also in rallies and hill climbs. I always cruise at 60-65 m.p.h., and up to 75 m.p.h. when roads permit. I change

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Correspondence

the oil every 1,500 miles and I have used Shell X100 SAE 20 from the start and IOW 30 when this was introduced.

Why look further than a Ford? I have had one for fifteen years and will continue to do so until I can afford an Aston Martin, and then I shall keep a Ford as a second car.

Horbury, Yorkshire.

H. LANG.

Greasy Windscreens

Wax Polish from the Roof? I have followed the correspondence on the subject of greasy windscreens with interest, as I discovered the reason about 30 years ago. Do not wax polish the roof of the car, or it will find its way down on to the windscreen, and fully confirm the claims by certain manufacturers that one application of their polish will last for months.

Harrogate.

C. F. NAPPER.

Head Lamp Warning Light

Easy Modification. Mr. Wheeler (24 January) suggests a modification to the head lamp warning light fitted to most modern cars, and I endorse his remarks. A glance at the wiring diagram will show the action of this light can be reversed in a matter of seconds merely by moving a snap connector from the main beam wiring to the dip wiring line. I have done this and find it much more convenient to have dip indicated than main beam.

Evesham, Worcestershire.

H. J. RIMELL.

Jaguar and Alfa-Romeo

Praise for the Italian. Regarding Mr. Jack Melhuish's letter, "Jaguar and Alfa-Romeo" (24 January), I have owned a 2.5 Alfa for nearly eight years and must disagree with his remarks about handling vices. I have never known a car take hump bridges better, and joints in concrete roads and the like should not even be noticed.

Your correspondent's trouble lies, without doubt, in the rear shock absorbers. These were a British design made in Italy under licence; their life was rather short, and, when they did go, the car would behave rather as Mr. Melhuish stated.

Later models had larger, heavy-duty type shock absorbers, and my present pair have lasted over three years.

Incidentally, I think it's a great credit to the suspension of these cars that it should bear comparison with a 1956 Mark VII Jaguar. After all, it remained unchanged, apart from shock absorbers, from its inception in 1936 until it was superseded by the "1900" in 1951.

Whitchurch, Salop.

A. H. PIPER (Sqn. Ldr.).

"Harry Mundy's Engine"

Success of Coventry Climax. Great credit is undoubtedly due to the Alf Francis-Stirling Moss combination for bringing Rob Walker's Cooper-Climax over the line first in the Argentine Grand Prix, but some of the honours should be given to your Technical Editor as the original designer of the engine. I would suggest that instead of being described as "originally a fire-pump engine" it should be called "Harry Mundy's engine."

Great works have great origins.

Epsom, Surrey.

J. I. BERNARD.

"Something to Conjure With." Harry Mundy's engines have always been something to conjure with, but the meteoric performance Moss obtained from two litres in the Argentine proves Harry II an outstanding successor to Sir Harry (Ricardo) in this inspiring but exacting sphere of activity. Few are able to get their basic concepts so right; the only other I can think of was Oskar Barnack and his Leica. Additions, modifications, changes of fuel, development—all then become possible! But lesser stuff will not stand it.

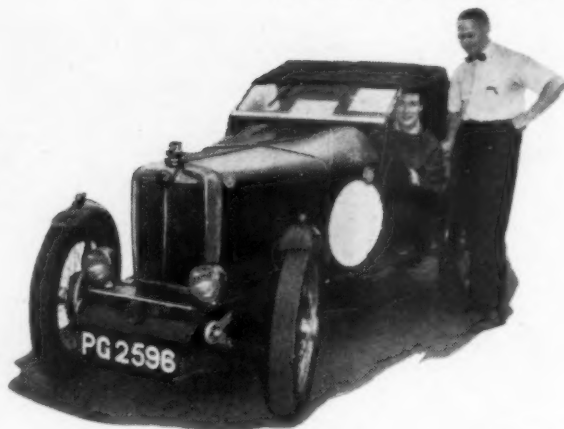
Norwich, Norfolk.

JOHN MOORE.

Venerable M.G.

American Owner Seeks Information. While in England last summer I had the good fortune to purchase a 1929 M.G., Model M, registration PG2596, frame 475, engine 226B. To my knowledge this is now the oldest M.G. in the United States. I would be pleased to hear anything of the history of this car.

The car is in good mechanical shape and has very good appearance. I would be glad if any reader could advise me on restoration work. Does anyone have an instruction book for this model



1929 M.G. referred to in the letter below. At the wheel is Mrs. Greenwald; beside the car is her husband, a leading B.M.C. dealer in the U.S.A.

which he would part with or provide photostats, which I would be glad to pay for? Does anyone know of an older M.G. still in use?

Inglewood, California.

JOAN C. GREENWALD (Mrs.).

[Letters will be forwarded.—Ed.]

Engine at the Back

"Proved in Racing." The Cooper Climax victories in the New Zealand and Argentine Grands Prix and now the Renault Dauphine's win in the Monte Carlo Rally—all within a month—seem to prove conclusively that the correct position for an engine is—aft. I have nothing to do with the motor trade and am not interested in who makes what, but my last three small cars have been a Fiat 600, Porsche 1600 and now a Renault Dauphine, and I would never again consider a small car with an engine in front, particularly when it is accompanied by a cart axle behind.

Codicote, Hertfordshire.

A. C. S. IRWIN.

Pat on the Back

Praise for the Monte Men. Chatting with one of the officers at Traffic Department, Police Headquarters, Maidstone, I was told that the road patrols were impressed by the very high standard of driving displayed by the "Monte" competitors passing through their area on their way to the coast. The rallyists' regard for the 30 limit was meticulous, even through stretches at Ditton and Bearsted where the wide road might have tempted some to "press on regardless."

The boys in blue also paid tribute to the safe and skilful handling of the cars at high speed on the open but snowbound roads, and enjoyed watching some of them driving through the Leeds Castle bends at a cool 60 to 65 m.p.h.

Maidstone, Kent.

A. J. TUCKER.

[Several Rally drivers starting from Glasgow have mentioned to us the help and courtesy received from the police, particularly when passing through London and over the snow-covered areas of Kent, so relationships would appear to be exemplary.—Ed.]

Post-vintage Sports Cars

Appeal to Competition Organizers. To the enthusiastic owner of a post-vintage sports car constructed between the years 1931 and 1940, it would appear that the organizers of sporting events have almost completely forgotten him. Some of the makes affected are Alfa-Romeo, Alvis, Aston Martin, A.C., Frazer-Nash-B.M.W., Frazer-Nash, H.R.G., Lagonda, Lancia, Lea-Francis, Mercedes-Benz, M.G., Railton, Riley, S.S. Jaguar, Singer, Talbot, Triumph and Wolseley. It is appreciated, of course, that several of the makes listed are catered for in closed competitions organized by the applicable "one make" car clubs, but the events to which I am referring are those of an "open" nature organized for all types and makes of cars.

Last season I considered participating in a little competition motoring and one event in which I was interested was the Brighton Speed Trials. Upon receiving a copy of the regulations I found to my surprise that there did not exist a class applicable to my vehicle, in which I could compete with even the slightest hope of not being hopelessly outclassed. To cite an example, I attended the event as a spectator and talked with the owner of a very fine example of a 2-litre Speed Model Aston Martin who was down to run with an A.C.-Bristol Ace.

In the Brighton programme the Bentley Drivers Club had a



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Correspondence

class all to themselves, which is very nice if one happens to own one of those very fine sports cars. But, is this not just a little selfish? The owner of a vintage Bentley was in the happy position of being able to run in both the applicable class for Vintage

Sports Cars and also in the special class allocated to Bentley cars.

The Bentley Drivers Club could do a very noble deed by offering to the organizing committee of the Brighton Speed Trials their special class in the programme for post-Vintage Sports Cars. Vintage Bentleys could then run in the Vintage Classes and the Rolls-Bentleys in the appropriate section of the post-Vintage Class. Surely this would be a fine gesture, in the true enthusiast tradition. Similar circumstances arise in the case of many other events "open to all makes."

Thornton Heath, Surrey.

JOHN W. LANE.

RADAR SPEED METER—AN APPRAISAL

Danger of Intermittent Faults. Has this controversial instrument, the radar speed-meter, come to stay, or is it like the old 20 m.p.h. speed limit? Public opinion appears to be dividing into two opposed camps on the subject: certain of our police forces and a section of the public have declared themselves greatly in favour; while another section, supported by its chief motoring organizations, has come to opposite conclusions.

It will clearly be a damaging and serious matter for police-public relations if certain of the former find themselves in one camp, and any strong body of the latter, with its representative organizations, finish up in another. It has taken a long time and much patient effort to build up the present co-operative relationship, and if this is not to be wrecked, the technical as well as practical facts must be carefully and dispassionately considered so that constructive conclusions may be drawn.

Statistics cannot be expected to establish the exact influence of good police relations on road safety and public respect for their legal obligations, but from the "courtesy-cop" experiment we know it to be a valuable one. What, then, are the facts?

Very briefly, the radar device depends for its operation on the transmission of radio waves at a precise frequency of 2,455 million periods per second. This frequency must be generated by an internal oscillator with an error not exceeding 0.04 per cent; it is then amplified and projected with a velocity of 299,790 kilometres per second (approximately) towards a moving vehicle. A vehicle at 30 m.p.h. travels about 0.0135 km per second; when it intercepts the radiation a small fraction is reflected back to the receiving device, picked up and eventually compared with the original signal frequency, when it should be found that the latter has increased in the ratio of 299,790 to 299,790.0135 (km per second).

The fact that the speed of radio waves is not very accurately known in terms of our own more mundane velocities is not in itself significant, since whatever it may in fact be, it has been added to by the speed of the vehicle. Within limits, this consideration also applies to the signal frequency. Accordingly, the receiving parts handle an "echo" frequency from the vehicle very slightly higher than the original despatched.

The frequency used corresponds to a wave-length of 12.45 cm approximately, and since 30 m.p.h. corresponds to 1,350 cm per sec, a vehicle at this speed will intercept and reflect about 108 oscillations more per second than if it had been stationary, with which increase the "echo" is, therefore, supplemented.

Neglecting any slight variations due to changes of position by the vehicle, the speed indicated by the meter should, therefore, be the difference between 2,455,000,000 and 2,455,000,108 in this case, and the final function of the apparatus is accordingly one of measuring, and then indicating, such frequency differences which are displayed on a meter scaled in m.p.h. This is the "Doppler effect" principle.

The apparatus has a range in the order of 60 yards, and a vehicle is, therefore, within effective range for rather under one second at 30 m.p.h. At higher speeds, the time in which a reading must be established is reduced in linear proportion. The pointer of the indicating meter, possessing inertia and being delicately sprung, takes a significant fraction of a second in which to rise from rest to a steady reading.

In a recent letter to the *Daily Telegraph* Professor A. L. Goodhart pointed out that an accurate watch or speedometer could be accepted as evidence, and had been so accepted by the Lord Chief Justice. He goes on to suggest that the radar equipment should be treated on an equal footing. It should surely be clear that it is impossible to classify, or even to compare it with such elementary mechanical devices as chronometers, tachometers and speedometers. It is in quite another category, not merely in principle but also in delicacy, novelty and complexity. In fact, it depends on over 100 separate components and devices within or around it.

The question of whether it should or should not provide acceptable evidence cannot, therefore, be dismissed along this facile avenue. It is necessary to stress this point, because it would be presumptuous and unjust to assume that Lord Goddard, in accepting the confirmation of such simple, homely and

universally used mechanisms was, in fact, pronouncing favourably—and in advance—upon any subsequently invented electronic apparatus of whatever principles or complexity. In point of fact, he referred to "mechanical devices" and specifically "such as a watch or speedometer."

There are two major advantages which the apparatus is doubtless intended to confer. It provides the police with a further and probably easier alternative to the use of stop-watches and the following of offenders by car or motor cycle; and its use has, as with other traffic innovations, at least a temporary psychological value in drawing attention to the necessity for unceasing care. Even though the effect of such novelties tends to be transient, many will hold the latter point to be far the most important; it would, of course, be infinitely more effective if it answered the fact that arbitrary limits are at times and places outrageously high for safety, whatever is legally permitted, and in other circumstances may be lower than necessary. The former point is, therefore, probably the lasting consideration.

On the debit side of the application in practice, much has already been said. Discrimination between two or more vehicles reasonably near to each other is impossible, from which it follows that in congested conditions, even if serious breaches of safety are involved, the device is frankly useless. Doubts have been raised as to its accuracy and reliability. Extraneous conditions can influence the readings. It tends to profligacy of police man-power. As regards accuracy, it is never likely to be in error by more than 5 to 6 m.p.h. unless it is faulty, and should usually be within 2 or 3 m.p.h.

On the score of reliability, the position is far more difficult to define. Any sustained fault would soon become evident, but electronic components are in general far more prone to faults of intermittency than larger or simpler electrical and mechanical devices. . . . Such faults tend to be less common than they were, but they are still well known, and can always result from careless handling. The practical effect is an intermittent error of indeterminate magnitude.

In the light of such facts it becomes difficult to know how any demonstration of reasonable accuracy, or confirmation that an apparatus was tested before and after an event, can be definite proof of accuracy during that event. Even the d'Arsenal-type indicator used is not entirely above suspicion; during the last eight years I have had five through my hands straight from stock which persistently tested correctly, yet from time to time gave unexplainable results.

These eventually were traced, by tedious processes of elimination after dismantling, to two cases of intermittent shorts in the coils, one of dust particles in the air-gap, one to a bit of very fine hair in the gap, and the other to a minute flake of ferrous oxide. If the hair-springs get crossed by some jolt, errors which may be positive or negative at random are inevitable.

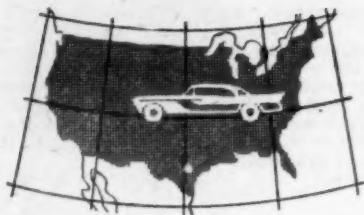
If a speedometer is faulty, it may be checked; if a watch stops, it is obvious. If an electronic apparatus develops an intermittent defect in some part, it may nonetheless function perfectly for much of the time, and thus remain unsuspected.

The question of reliability, therefore, seems to me much more disturbing and worthy of consideration than that of accuracy. If their other limitations come to be accepted, how is this uncertainty to be eliminated? Frequent stripping-down and fault-testing of the individual parts is hardly practical. To use two equipments on each site, so disposed that they cannot interact electronically, could be an effective answer, though a cumbersome and inefficient one. Alternatively, short of definite supplementary evidence, which at the moment would appear to be the only full answer, would the public be prepared to accept an element of "rough justice" as far as the law relating to speeding is concerned?

Before final conclusions can be reached, it would probably help materially if the police forces concerned could confirm that they have access to technicians sufficiently experienced in this somewhat highly specialized American equipment to maintain it in good working order and repair, and to keep the circuit functions in proper adjustment.

Little Melton, Norwich.

J. R. C. MOORE.



Detroit notebook

TREND IN AUTOMATICS? : NEW
FORD V-8's : VW IN AMERICA

Roger Huntington, A.S.A.E.

ONE of the most interesting aspects of American automatic transmission design is the wide variety of basic layouts, and the lack of well-defined trends. Each corporation seems to have its own philosophy (or, in the case of General Motors, you'll find four basic layouts used). Furthermore, when somebody does come up with a really good, efficient design, there's no rush to copy; evolution is much slower here than it has been, for instance, in engine design.

Thus it is worthy of careful note that Buick's new 1958 Flight-Pitch Dynaflo transmission is identical in operating principle with the 1957 Chevrolet Turboglide. Could this be the start of a definite trend to the multi-element, variable-pitch torque converter, using geared elements and no auxiliary fixed-ratio gear step-up? Many engineers feel that tomorrow's passenger car transmission will operate along these lines; but they may also point out that the efficiency loss at low speed is so bad that they would have to accept a big sacrifice in standing-start acceleration to use it. Some companies have steered away from the principle for this reason (even though they may feel it's the coming thing); only time will tell.

Briefly, the new Buick and Chevrolet torque converters are based on three turbine elements feeding their torque to the output shaft through two planetary gearsets. The first turbine drives the sun gear of the rear planetary; the second drives the ring gear of the front planetary; the third is connected direct to the output shaft through the front and rear planet carriers. The front sun and rear ring gears are grounded through overrunning clutches. When the car starts from rest the first turbine transmits practically all the torque, which is multiplied 2.87 times through the rear planetary (2.67 to 1 on the Chev). As car speed picks up, the planet carriers start to turn with the third turbine, and the torque ratio of the first turbine drops off. At the same time the second turbine is picking up some of the load, and multiplying its torque 1.55 times through the first planetary (1.63 to 1 on the Chev). As car speed increases—with increasing speed of the third turbine connected to the carriers—the torque ratios on both front turbines gradually approach unity, and eventually the turbines free-wheel on the overrunning clutches. The

whole arrangement is then equivalent to a fluid coupling.

Obviously the idea behind this complex design is simply to get a more efficient angle between the turbine blades and oil flow over a wider speed range than is possible with the usual single turbine. If we could vary the pitch of the blades on a single turbine it would undoubtedly be even more efficient (assuming the pitch could be varied over a wide range at an infinite number of points). This has not yet proved mechanically or economically possible, however.

Both Buick and Chevrolet have arranged to vary the pitch on their stator elements (these blades reverse the direction of the oil as it is routed back into the pump wheel, and could be considered as "fulcrums" for multiplying torque). Since these stators are mounted on a central hub it is practical to vary their blade pitch with a simple crank arrangement, operated by a fore-and-aft sleeve. Chevy has two positions—a "low" pitch for full throttle and "high" pitch for all throttle settings other than full open. The new Buick Dynaflo features the ideal infinite number of stator blade angles. A fixed "low" angle is held at an throttle angles less than 20 deg (equivalent to road load at 70 m.p.h.); at larger throttle openings the stator blade angle increases, through a direct mechanical linkage, up to the full-open position.

The whole combination makes a very efficient fluid torque converter. Stall torque multiplication ratios (at low stator pitch) range from 4.3 to 4.5 to 1 at about 2,800 r.p.m. engine speed. Operation is dead smooth because there is no shifting of a fixed gear ratio. With no need for shifting planetary gears when the car is in motion Chevrolet save money by using simple cone clutches for their forward and neutral clutches; Buick uses multiple-disc clutches all the way through.

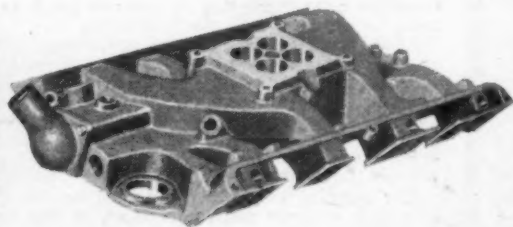
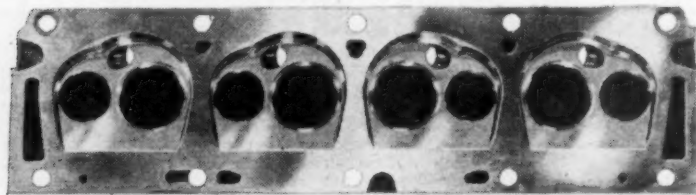
One problem was the lack of any engine braking for descending steep down-grades (other torque converter transmissions can merely down-shift with their fixed-ratio planetaries). This was solved by putting a special clutch in the gear box that connects the first turbine direct to the rear wheels through the rear planetary, so its speed is stepped up more than 2½ to 1. The churning of the oil in the converter section effectively retards the forward motion of the car. This Grade Retarder

clutch can be engaged by the manual selector lever at speeds below 45 m.p.h. The driver is warned not to use the gimmick for slowing down on the highway, as oil cooling and retarder clutch capacity are not adequate for that use.

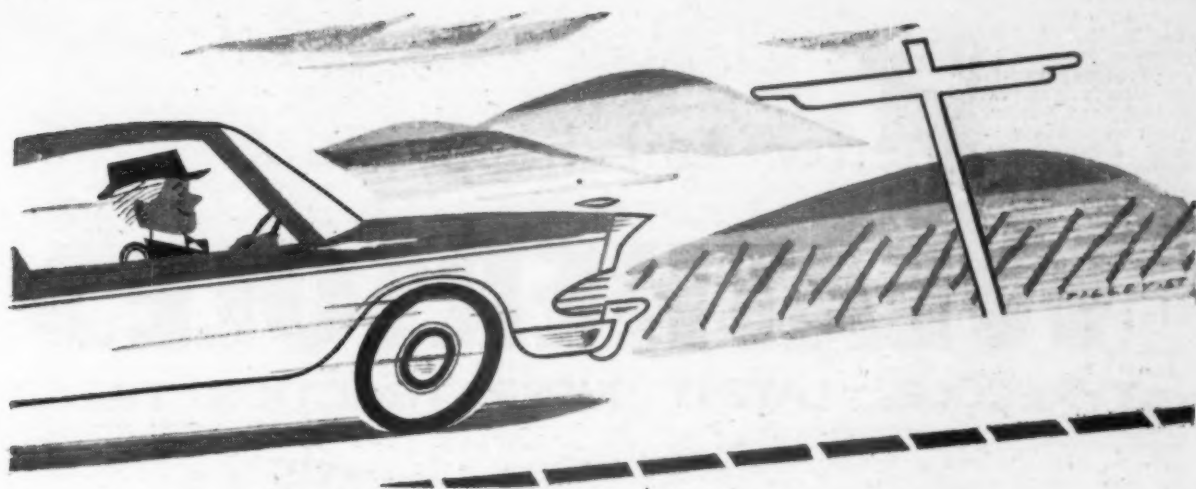
This new transmission layout is, I feel, a significant and important development—and undoubtedly a sign of things to come in the near future. But we might as well face it—in performance, these new multi-element, gear-coupled converters cannot yet compete with the more conventional automatics like the 4-speed fluid-coupling HydraMatic and the 3-speed converters used by Chrysler and Ford cars. The latter have a slight edge in stall torque multiplication, for one thing; their low gear ratios are around 2.4 to 1, and stall torque ratio of the converter section runs from 2.1 to 2.7 to 1 at about 1,800 r.p.m. engine speed. The HydraMatic has a 3.97 to 1 first gear ratio, and excellent efficiency at very low car speeds. This lets them out-jump the Buick and Chev. transmissions.

Once under way, the new transmissions are at an even more serious disadvantage because of their very-gradually-rising r.p.m. curve. The engine starts pulling at 2,800 r.p.m., but the r.p.m. have built up to barely 3,200 at 70 m.p.h.! Our modern free-breathing vee-8s have to wind up to 4,000 r.p.m. or more before they really start to "turn on." In contrast, the conventional automatics, with their fixed-ratio 3- and 4-speed planetaries, can hit 4,000 r.p.m. at anywhere from 25 to 40 m.p.h. The Turboglide and Dynaflo are left in the dust.

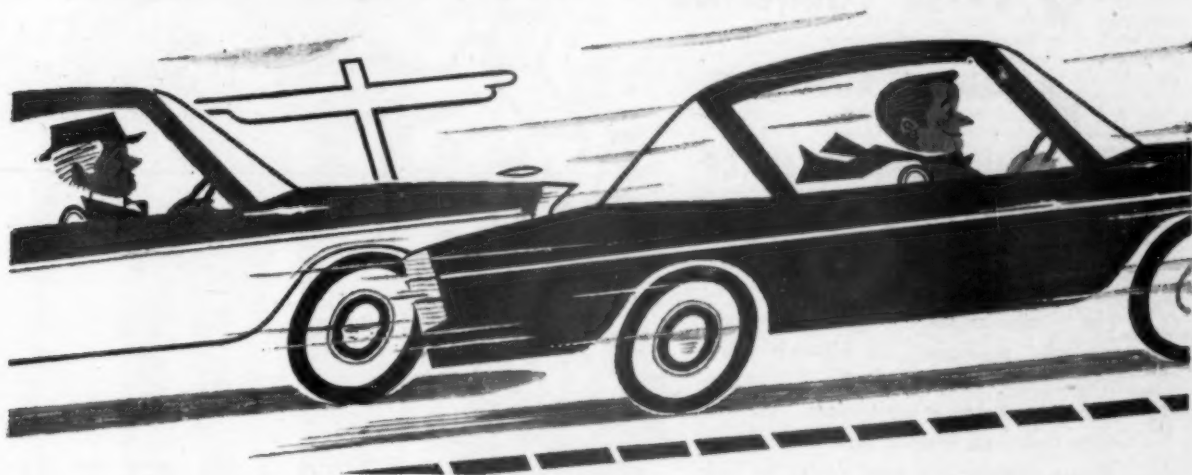
THE Ford Motor Company's two new V-8s are bristling with interesting technical features. There is a small version, available in displacements of 332, 352 and 361 cu in (5,440, 5,767 and 5,961 c.c. respectively) for all Ford models and the junior Edsels—while a large engine, in displacements of 383, 410 and 430 cu in (6,276, 6,719 and 7,046 c.c.) is used in the senior Edsels, all Mercurys, and Lincolns. Both engines are similar in basic layout, retaining a number of earlier Ford engineering features like cast crankshafts, block castings brought down below the crank axis, no separate valve guides, and so on. The big difference in the two engines is that the small one uses a conventional wedge-type combus-



Left: Machined combustion chambers of the new Ford Edsel engine which, by close production control of chamber volume, minimize pre-ignition at high compression ratios. Right: Unique intake manifold layout



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Detroit Notebook . . .

tion chamber in the head, while the big one uses the new arrangement where the block is cut off at a short angle from the horizontal (in this case 35 deg), the head face is flat, and the combustion chamber is formed in the cavity between a V-form piston crown and the opposite cylinder wall. We discussed the reasons behind this layout in a recent description of the new Chevrolet (getting a fully machined chamber at minimum cost, and closer production control of chamber volume).

Why did Ford put the advanced combustion chamber on the lower-production big engine—and then arrange special tooling to machine the head wedge on the small volume-production engine? Actually, it was strictly a matter of dollars and cents. Ford is producing the small engine in the old Detroit engine plant, using much of the tooling used for the '54-'57 Ford-Mercury unit—which had the 45 deg block face angle. The new big engine is being produced in a brand new factory in Lima, Ohio, which has been specially tooled for the 35 deg block face. It was cheaper for Ford to machine the wedge chambers in the head than to re-tool completely for the new chamber in the block. (Another factor was that the earlier Ford-Merc engine is still being produced in limited numbers in the Detroit plant.)

Anyway, it is possible that the new Ford engine with the machined head wedge will show a lower octane requirement with carbon build-up than the block chamber—as its volume arrangement in relation to spark plug position (and flame front travel) looks a lot better on paper. The big engine with the block chamber, due to the narrow angle between head surface and piston axis, can have very little "squish" area. The new Chevrolet engine, with the 29 deg block face, is much better from this angle.

A significant feature on the small Ford engine is the unique intake manifold. On all previous Detroit V-8s the cylinder head surfaces on the block are made quite wide for maximum support and stiffness, and the pushrods pass up through holes in these block surfaces. The new Ford engine has much narrower

surfaces and narrower head castings, and the pushrods come up through the intake manifold casting; also the rocker arm covers seat against the head on the outside and the manifold along the inside of the V. In other words, the manifold is now contributing much of the stiffness of the block-head joint. Ford engineers say it's doing the job better—and they save considerable weight (with iron at 4c a pound!). It is significant that the new Ford engine weighs only 610 lb, or just about what the old one weighed with 50 or so less cu in.

One of the more interesting features of the large Edsel-Mercury-Lincoln engine is the cooling system. This is the first U.S. passenger car engine to use a water-heated intake hot spot for many years. (Water heating is, in fact, the logical way to do the job here. Exhaust heating is uneven; there's generally too much heat when the engine is pulling hard and you don't need it, and too little when cruising; and the small gas flow in one side of a dual exhaust system at low speed, caused by the heat valve, lets acids in the exhaust gas condense out and corrode the silencer and pipes.)

The new layout utilizes the water heating with an interesting "three-stage" cooling network. There are three thermostats. When the engine is started up cold the water is circulated in the heads and intake manifold only, where it will heat up quickly. At approximately 140 deg F water temperature, thermostats between the heads and block banks open to allow circulation through the blocks, heads and manifold. Then when water temperature reaches 180 deg, a third thermostat in the front of the manifold opens and routes the flow through the radiator. It works like a charm, giving quick warm-up of the complete engine and manifold, much more even control of the hot spot, and we get rid of that troublesome exhaust manifold heat valve. I expect this development to start a trend.

THE U.S. Government Antitrust division has recently filed suit against Volkswagen of America, Inc., and its 14

regional distributors, for alleged price fixing, illegally dividing sales territories, and illegally binding dealers from selling other makes and parts. In a word, you just can't do that stuff over here! Actually, there is much interest in the case among auto enthusiasts over here. Some think they smell a rat . . . like pressure from high up in the American industry to bat down an unexpectedly successful upstart. If there is behind-the-scenes manoeuvring here it's a waste of time. The European small car is on the American scene to stay.

The Volkswagen people, incidentally, deny the Government charges. They say there is no need to try to fix uniform prices; with waiting periods anywhere from 8 to 17 months no dealer has any trouble getting list price for his cars. They also claim that any VW dealer is free to sell cars in any area of the country he chooses; but, again, with demand way ahead of supply, there's no need for him to beat the bushes to sell cars. They also say there's nothing in the standard dealer contract that would prevent him from selling other makes of cars and parts at his establishment—though they admit they would rather he wouldn't, or at least that he would house his VW operation separately.

This is what I hear *really* happened (from a usually reliable source): The VW people have always been particular about labour charges on repair work; they issue a detailed "flat rate manual," quoting definite time figures for specific jobs, and insist that dealers stick to this, so it seems a group of dealers in the south started to get frisky with labour charges. Owners who had been overcharged started comparing their bills against the factory flat rate times and dealer hourly rates . . . and pretty quick they were hollering to Volkswagen of America. After an investigation the franchises of the offending dealers were quickly cancelled. So then the cancelled dealers hollered to the Government Antitrust people—and they filed the suit.

According to this story, then, the whole deal is strictly a family squabble between VW dealers and distributors, with the Government acting as referee (a job it apparently thrives on—any time, any place).

THREE new body styles on the Packard chassis—product of the Studebaker-Packard Corporation—have just been introduced to supplement the sporting Hawk, which was presented at both the Paris and London Shows last year. They comprise a four-door sedan, a two-door hardtop and a station wagon. Of these, the Hawk and sedan share a long wheelbase (10ft 0½in) and the others are 4in shorter between wheel centres.

A vee-8 engine of 4.74 litres (289 cu in)—small by current standards across the Atlantic—is common to them all, but in the case of the Hawk it has forced induction and a gross output of 275 b.h.p. In normally aspirated trim it develops 225 b.h.p. Power-assisted brakes with ribbed drums and Flightomatic transmission are standard on all models.

To distinguish them from Studebakers having the same basic body shells, all the Packards now have the wide, low-level radiator air intake introduced on the Hawk. Leather trim is standard on the Hawk, and optional extras on all models include a limited-slip differential, powered window-lift and seat adjustment, and air-conditioning.

Completing the NEW CARS PACKARD RANGE



Side windows of the Packard hardtop can be lowered to provide an unbroken opening. Dual head lamps are fitted, and the waistline flash is of gold anodized aluminium

Maritime Meander

NOVIA SCOTIA SEEN FROM
BEHIND THE WHEEL OF A
VOLKSWAGEN

On Tour

"... to start faithfully on the
button at twenty below ..."



ALTHOUGH the recent Gordon report on the economic state of Canada emphasizes that the Maritime (Atlantic seaboard) Provinces are not comparable, from the standpoint of mounting prosperity, with the rest of Canada, this does not worry those of us who live along that rugged, ocean-washed peninsula known and loved as Nova Scotia. Although we may never be as rich as Alberta, Manitoba or Ontario, we have unspoiled beauty, every modern amenity one could wish for—and the sea!

Curiously enough, the Nova Scotian peninsula is shaped very much like the lobster that forms a local delicacy—a lobster some 500 miles long, and about 150 miles across its back. The Province is well named, for in parts of the northern end it is indeed difficult to believe at times that one is not in Scotland; only the white wooden houses occasionally give the game away.

For motoring during the summer and fall, Nova Scotia is almost unbeatable. The roads are mainly tarmac, and, between the principal towns anyway, maintained in excellent shape. Petrol is plentiful and, by European standards, cheap, while service stations are sufficiently close together without interfering too much with the scenery.

During the late autumn we circumnavigated the peninsula in our new Volkswagen, setting out from our home in Halifax, and spending the first week travelling around the coast roads of the northern or Cape Breton end. The recently opened

Canso Causeway now links Cape Breton Island with the mainland, so that the former tedious ferry trip is eliminated. One feels, on passing over the Canso Causeway, as if some frontier has been passed. It is all Nova Scotia, and yet the sensation is not unlike that experienced when crossing the border from England to Scotland, England to Wales, or Ulster to Ireland.

On the twisty, shore-hugging road the VW was at its best. The only thing we wondered about was the wisdom of having a black car; the sun can be hot during a Maritime fall.

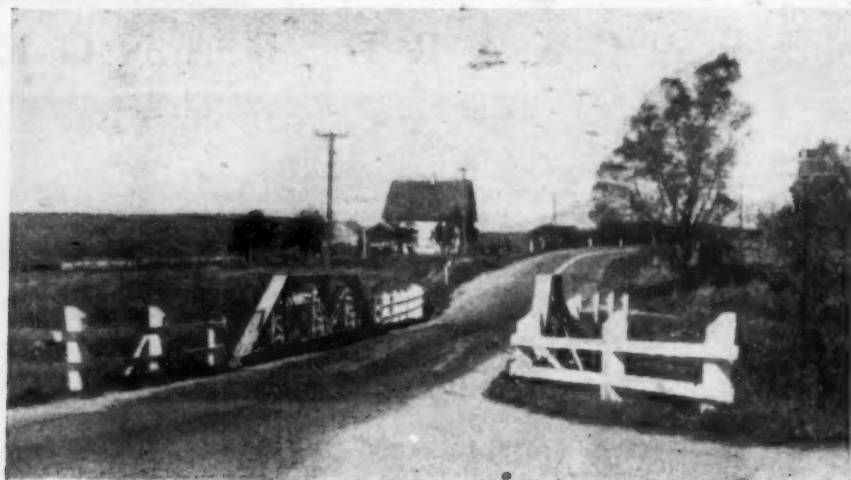
At the extreme tip of Cape Breton Island is the famous Cabot Trail, a coast road skirting the shoreline at heights varying from 3,000ft to sea level. This area is a National Park, and, of course, a national showplace, beautifully maintained. The Trail was being paved, and we came across gigantic road-making machinery levelling and grading. The courtesy of the crews of these yellow monsters was noteworthy; on several occasions drivers of bulldozers signalled the Volkswagen to stop while they dealt with a particularly rocky patch that might have challenged our ground clearance.

Hotels are generally good, but few and far between. They are, of course, mainly small, and it is well to arrive fairly early in the evening unless accommodation has been booked. We stayed a night at the Duck Cove Inn at Margaree Harbour, and were so enchanted with the quiet beauty of the Cove, and the cooking, that we not only stayed another night, but returned after completing the Trail to stay two more.

The most luxurious hotel on this holiday route—with prices to match—is the massive Celtic Lodge at Ingonish; it is open during the summer only, and had just closed when we passed.

Of particular interest on the return leg of our journey was the little township of Baddeck. Situated on the lovely Bras D'Or Lakes (between the claws of the lobster), this was the summer home of Alexander Graham Bell, inventor of the telephone and aviation pioneer. From the hills above his house, still occupied by members of his family, Bell flew his tetrahedral celled kites that could carry a man into the sky.

"... mainly tarmac, and maintained in excellent shape ..."



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“There is little doubt that in the disc brake lies the future systems for most cars, including many of the family cars of some years hence”

The **Autocar** 22nd NOVEMBER, 1957

the power to

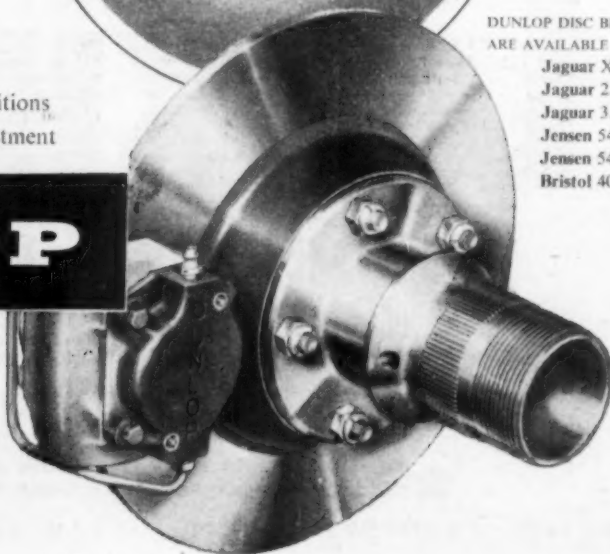
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DISC BRAKES

*give safe, confident,
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Jensen 541 de Luxe
Jensen 541 R
Bristol 406

Maritime Meander . . .

Recently, a Bell Museum has been opened at Baddeck to hold all the known Bell records and relics. It has as its principal motif the tetrahedron, the geometrical design of which so fascinated Bell, and which is to be seen in all his multi-cellular kites. Original replicas of the first telephone instruments, and many inventions and devices relating to early communications systems, are on display. Through the long glass picture windows can be seen the hilltop above his old home where the great inventor lies buried.

Other museum exhibits of particular interest include one of the original engines (complete with brass radiator) from Bell's successful 1901 hydrofoil which achieved a speed of over 70 m.p.h., and many parts, and a complete engine, from his early powered aeroplanes. Hundreds of enlargements of contemporary photographs, mounted on special "leaf" screens, show how close Baddeck came to being the Kitty Hawk of the story of flight.

We had chosen a fall holiday in order to see at close hand the colours of the turning leaves; certainly we were not disappointed. No words could describe the glory of mountainsides and valleys covered and filled with crimson maple leaves ablaze in the morning sun.

Wherever one goes in Nova Scotia there are at the wayside signs which say "Table 1000 yards." This means that one is approaching one of the Province or Federally maintained picnic sites. Off the road and up a track will be found a clearing, with stout rustic tables and benches, a brick barbecue and litter baskets. Very often, too, wood and charcoal are provided.

A factor that adds considerably to the pleasure of driving in Nova Scotia is the absence of hoardings or wayside advertising. The scenery is therefore quite unspoiled by this most revolting form of permanent litter, and the simple, clear road signs can be sighted, unconfused by any sordid commercial background. In this respect, the difference in driving along a Nova Scotian highway and one in the United States is that between enjoyment and agony!

Having circumnavigated the northern half of the peninsula, we returned to Halifax and, after a night at home, set out to tour the southern coastline. The "South Shore" is, of course, more densely populated than the Cape Breton area, but there is plenty of room, with open country and the broad Atlantic.

Liverpool, Lunenburg, Lockport, Shelburne—all these and many other small seaside towns have their own atmosphere and are clean and attractive. Lunenburg, in particular, is a port with a great shipbuilding tradition, and many schooners have slid down its ways to add to that great fleet of New England and Nova Scotian fishing vessels which, for over 200 years, have earned their living off the Grand Banks.

Now we were really in the lobster country, and there was evidence of it on every hand—stacks of the semi-cylindrical shaped lobster pots could be seen everywhere, while the little lobster smacks were being drawn up on many beaches and snugged down beneath tarpaulins for the bitter Canadian winter.

Largest town on the southern end of the Nova Scotian peninsula is Yarmouth, from whence a car ferry runs across to Bar Harbour in Maine. Here we made a two-hour lunch break and explored the town. The main dish on the menu—lobster! On we went, the little four-cylinder, air-cooled engine pulling like a team of good horses, to Digby, which operates another car ferry service, this one to Saint John in New Brunswick.

Final leg of our southern tour led via Annapolis Royal, where the old fort has been converted into a museum, past H.M.C.S. Cornwallis, principal East Coast training establishment of the Royal Canadian Navy, and so to the entrance of the apple-laden Annapolis Valley. A slight diversion was made to the end of the narrow spit of land known as Digby Neck. Here the road proved to be so excellent, straight and true, that the Volks was given her head, and, in still air, held an indicated 80 m.p.h. for several miles. What this represents in terms of true speed I do not know, but I do know that I had to lift my foot to keep the needle of the speedometer on the scale!

Since no place is perfect, there must be some disadvantages in living in Nova Scotia. Here are a few:

First, the winter is long and cold, and there is little or no spring, as England knows it. Flowers do not grow in the profusion of Old World gardens, and at first the newcomer misses them. There is the compensation of hundreds of square miles of unspoiled conifer and maple-covered hills and dale, unnumbered lakes, and fish-stocked streams.



"... simple, clear road signs ..."

Secondly, there are no "pubs" in Nova Scotia, only depressing "taverns" where beer (iced) is sold to a strictly male clientele. However, it is generally conceded that this sad state of affairs cannot go on forever.

Incidentally, it is quite a serious offence in the Province to have an opened bottle of liquor on one's person or in one's car. Even sealed bottles are supposed to be brought straight from the local liquor store to the home or hotel room by the shortest possible route. In certain hotels only, wine and beer are served.

Compared with the rest of Canada and the United States, shopping facilities are limited, and most Maritimers like to take a trip to Boston or New York (both comparatively near) once or twice a year to see some big city shops.

Private garages are the exception rather than the rule, and probably two-thirds of the cars in Nova Scotia never see an overnight roof. Yet they are expected to start faithfully on the button, rain, hail, shine, or twenty below. The Volkswagen is lucky, being berthed every night in an old wooden coach house: it is unheated, but at least in winter the car is not buried under a gigantic mound of snow.

Finally, a word about the car. In a country where the comfort and power of American car motoring is available to the great majority of the population and the small car is generally looked upon as being the second string of a two-car family, it is little short of miraculous how this little German car, the design of which has remained basically the same for over 20 years, has made its mark.

What are the reasons? First, its rugged ability to go, and keep on going, anywhere, and cope with the most appalling conditions of snow, ice, and unmade country tracks. The Volkswagen slogan "Air neither boils or freezes" means much in Canada, where the temperature variation lies roughly between 110 deg F and -40 deg F in the more populated areas.

Secondly, consider the simplicity of the car and its unvarying performance, superb suspension, and complete freedom from small troubles, rattles and minor breakages. Above all is the carefully planned and efficiently organized service system which enables an owner, even in this quiet corner of Canada, to go to an accredited depot and carry away anything from a spare fuse to a spare engine and find that it fits!

Our own VW has done just on 8,000 miles; it has never faltered once despite the fact that it has been up to its hubs in mud, snow, water and broken ice, and sometimes a mixture of all four. My only visit to the spares department in Halifax was to obtain a new securing pin for the catch of the offside quarter window. The storekeeper produced the pin and I enquired the price. "Two cents," he said, and smiled. "But I think we can say" (at 6,500 miles) "that your car is still under guarantee." He produced a small hammer, and tapped the pin in for me. Barring accidents, it would not surprise me if I did not see him again this side of 15,000 miles.

JAMES D. PERCY.

RALLY REFLECTIONS

(Continued from page 182)



Calling at the Palace for the prizegiving, Peter Harper's immaculate Stuart Rapier collects the Stuart Trophy, presented to the highest placed British competitor.

components; the chain is indeed as strong as its weakest link!

In contrast, some of the cars—especially those in the winning places—seemed still remarkably fit and, apparently, undamaged. Experience is invaluable in an event of this nature, and a well-prepared vehicle, handled with discretion and calculated restraint by experts, is less susceptible to the "luck of the game."

The final classification test—for those who had completed the road section within the permitted maximum of an hour after the scheduled time of arrival (last time it was two hours)—was in some ways remarkably badly organized.

Confusion reigned at the start and the crowds flocked close to the cars. At intervals of one minute, the 59 starters were brought up to the starting line. The procedure that followed was unorthodox. An official, flag in hand, counted off the last five seconds—"Five, four, three, two, one . . . Go!"—and dropped the flag. Normally, this would be the signal to let in the clutch—but not at Monte Carlo. The official proceeded to reach for the car's route card—a job that was not made easy by the milling crowds—and hand it to the driver, who then moved away; his time of departure was not, therefore, that stamped on the card.

The next problem was a set of traffic lights, covering road works, soon after the start. The red and green periods were of three minutes each, and Gatsonides was held up for 2min 20sec by the lights. The route led along the coast into Menton

before turning north to Castillon and the mountains; all of this was built-up and with a speed limit of 40 k.p.h. One of the "total regularity" sections, this first stage set an average speed range of between 56 and 64 k.p.h. and a lot of it was on very twisting mountain roads; as things turned out, the lower average, even, was impossible, the fastest car arriving six minutes late. The result was that drivers were compelled to cover this first, built-up area at speeds far in excess of the speed limit. The police were out in force, waving them on, so, fortunately, everything was all right, and there were no charges for speeding.

But nobody likes driving fast through populated areas, where people or children may dash across the road; in the mountains it is up to the driver alone to keep out of trouble. How much better it would have been to neutralize this initial part of the section, and time the cars from the Castillon turning out of Menton.

Then there was the somewhat surprising marking on this 650-mile test. For every minute of lateness there was a penalty of 60 marks—yet, on the road section to Monte Carlo it was only 10 marks per minute. This meant that one could complete the long road section, with its appalling conditions, with a maximum penalty of 600 marks (one hour, at the rate of ten marks per minute) and then, if the traffic lights happened to be red, immediately lose another 180 marks before the test had begun—and this on a section the timing of which was impossible, anyway, the fastest car losing 360 marks.

What was, perhaps, most irksome was the fact that, unless you completed the classification test, you gained nothing over those who chose to leave their cars in the *parc fermé* and go to bed. The regulations stated that those who did not attempt the test would be given as many penalty marks as the most penalized of those who did it, plus ten per cent, and the whole thing rounded off to the next highest 100 marks. This did not seem to be the case, as every car, from No. 29 to No. 59 in the list of results, was given 9,500 penalty points, whether he started or not. It seems that there should be some advantage in going out and risking one's neck—and car—on the icy mountain roads.

Route Card Muddle

Finally, there was the route card muddle. Several cars in category 1—including Peter Harper and myself—were given cards for category 2. The maximum time of 64sec per km on the first stage was allotted to both categories, but the minimum time (fastest average) was 56sec per km for category 1 and 60sec per km for category 2—in fact things were so worked out that the faster cars were not able to build up such a big advantage on the easier sections as were the category 1 cars. By giving them the wrong route cards, the organizers prevented certain slower category 1 cars from accumulating on the easier parts the time reserve that they needed so badly on the mountains where the long climbs slowed them down. Needless to say, there were several protests on this score—in fact, one competitor spotted this error during the chaos at the start, and refused to leave until he had been issued with a new route card.

As many people said, the majority of the smaller clubs in Britain would have made a better job of organizing this particular part of the rally. However, by and large, there is no doubt that this year's Monte has been very, very much better than in recent years, when the criticism has been that it was too easy, and that too much depended on the dab of a brake pedal in a braking test, or some similarly trivial matter, after so long a road section had been completed.

One of the post-Rally attractions—making up a long-drawn-out five days—was the manoeuvrability test on the Quai Albert 1er on the Wednesday. The results of this test had no influence on the Rally results—which had already been decided, subject to a number of protests—but there was a prize of £100 for the fastest car.

The test entailed sprinting over about 100 yards of the Quai, completing an S-bend round two pylons set athwart the road, sprinting a similar distance up to the far end of the Quai, rounding a single



Gregor Grant's M.G. Magnette, with body restyling by Chris Brasher, heels over as it swings through the manoeuvrability test

NEW HOME FOR ASTONS



DB Mark III Production

Concentrated at Newport Pagnell

SINCE David Brown absorbed Aston Martin into his Group of Companies in 1947, car production has been somewhat scattered about the country. Until last year, engine and chassis manufacture was carried out at Farsley, near Leeds, while bodies—made in the original Aston Martin premises at Feltham, Middlesex, until 1952—were afterwards built by Mulliners for a three-year period. The design and competition departments remained throughout at Feltham, where they continue to operate.

At the end of 1954, however, the shares of Tickford, Ltd.—the coach builders at Newport Pagnell—were acquired, and subsequently, bodies for Aston Martins were built there. Now the final stage of evolution has been reached with the major part of manufacture and all assembly work for Aston Martins concentrated at Newport Pagnell.

This has been a bold step, for manufacture of a car of the calibre of the DB Mark III requires highly skilled labour, more readily found in the large industrial towns than in rural Buckinghamshire. However, with a nucleus of experienced body builders, brought up to a strength of 360 from outside—mainly from Northampton, from which town a double-decker bus plies daily—the breach has been filled. Such is the glamour of the name and of the racing successes associated with it, that there is never a shortage of applications for jobs. Less easy is the problem of housing the employees.

Extra building has not been necessary at Tickford, the existing works, with a ground area of five acres, requiring only internal reorganization for the change-over to car production.

The history of Tickford, or Salmons and Sons as it was before 1943, begins in 1820. In that year Joseph Salmons founded a business for the manufacture of horse-drawn vehicles, all types of which were made. The present office building is the house in which he lived.

Two grandsons—George and Lucas Salmons—who inherited the business at the beginning of this century, began coach-building for horseless carriages. Later their speciality became the All Weather or Tickford body—Tickford Abbey is nearby—before that ugly word “convertible” was in common usage. By 1938 a production peak of between 30 and 40 bodies a week had been reached.

Alvis was their chief customer, while Rover and M.G. had large shares of the output until the outbreak of war. Government contracts were placed with the firm during wartime. Ambulance bodies were built and exported to Russia during World War I, and Admiralty and Air Ministry work occupied their time during the second upheaval.

Strangely enough, Aston Martins are not the first hand-made cars to be built in these works. Nearly 400 cars, named N.P., were made there from 1923 to 1925. Bodies were open or drop-head two-seaters with a dickey seat, and the car was powered by a four-cylinder 2,121 c.c. engine. Four-wheel brakes were an optional extra. Unfortunately, the high cost of manufacture prevented its continuance.

Externally, Tickford have altered very little since the change-over to car production. From the original premises grouped around Joseph Salmons' house has sprung, through the years, a mixed collection of buildings large and small. They span the Tickford road with body-building and finishing shops on one side, and “mechanical” works on the other.

All machining is carried out in a shop that used to be a saw-mill in the days of timber-framed bodies. Here the iron cylinder block and head castings are milled, ground and drilled in batches, the same machines being used for some operations on both components. Combustion chambers are machined by a boring tool having a true hemispherical shape.

Connecting rods, with big ends offset since the increased bore size require different cylinder centres, have no separate bolts for the cap. They are turned and threaded projections, machined from the rod forging. Inlet and exhaust camshafts in Molychrome cast iron, drilled from end to end, are identical except for a counterbore in the exhaust camshaft to receive the tachometer drive gear. Flywheels and their housings are machined, but not the clutch housing, which is integral with the gear box and this comes complete from the David Brown Automobile Gearbox Division at Huddersfield.

Familiar chassis components can also be seen taking shape here—the light alloy front cross-member parts, stub axles, their carriers, front suspension arms, and end fittings for the rear axle radius and Panhard rods. In a small shed nearby, these end fittings are electrically welded to their tubes. Next door, in another small shop, machined cylinder heads are ground and polished in the combustion chambers and ports. A pressure test to check for porosity follows the grinding.

Assembly of engines and chassis proceeds side by side in the same shop. In marked contrast with the noise and bustle of assembly lines in a large mass-production plant, the work is done quietly and unhurriedly, with the minimum use of power-driven tools.

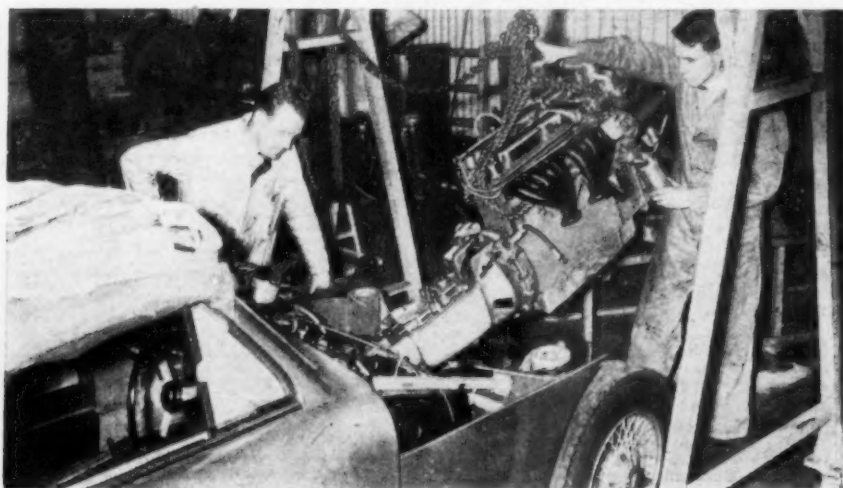
One man is responsible for connecting rod assembly. These are selected first in batches for weight, and then for balance. Pips at the small end are machined where necessary to achieve this. Crankshafts from an outside supplier arrive as a unit, balanced with the fly-wheel and clutch. However, during assembly to the barrel-type crankcase, the webs have to pass

through crankcase bores and metal sometimes has to be removed from the webs. Assemblies are checked for dynamic balance on a modern Jackson and Bradwell machine, the balance weights being drilled if required.

A washing plant with hot air drying and automatic ejection of the parts serves both the assembly and machine shop.

Engines are run-in on the test bed at gradually increasing loads and speeds for six hours. This is followed by full load running, rising to 5,500 r.p.m. after 19 minutes, and finishing with the full power acceptance tests. One engine in five is stripped at random, ex-

Installation of engine and gear box—this example has the Laycock overdrive fitted



amined, assembled, and run up again.

In the body shop, the frame, of mild steel strip and tube, is built up in sections on jigs by spot and arc welding. Brazing is used where distortion must be avoided, such as the scuttle and windscreen frame, and the sills. Adjacent sections are welded together to form a single rigid structure. Diagonal cross tubes help to brace the large doors.

Paneling is in 16 gauge aluminium and it is strange to find relatively little panel beating going on. Instead, all panels are formed on a draw press, which produces such a good surface finish that no further preparation is required when the paint shop gets to work.

Before the panels are assembled to the frame and welded together, the frame is taped and graphite-greased to prevent squeaks developing. For the large bonnet panel 14 gauge aluminium is used, reinforced by tubes.

When finished, the complete body is assembled to the chassis by a series of $\frac{1}{2}$ in bolts fitted in clearance holes. It is then tack-welded to the chassis frame so that body and chassis become one, and rigidity is increased.

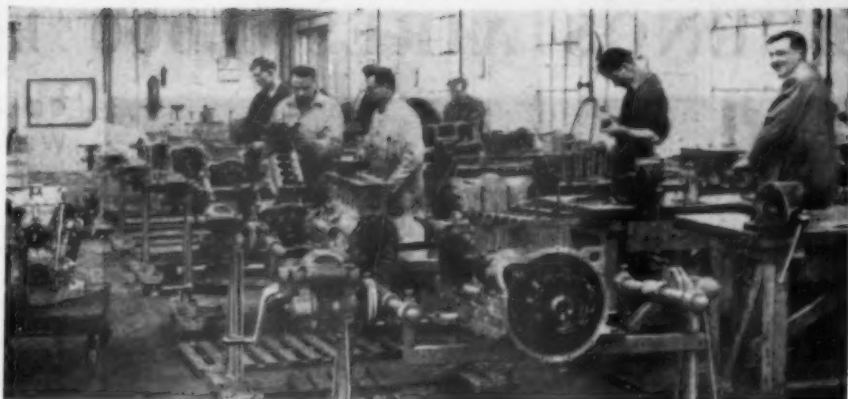
Apart from the more obvious changes on the latest Mark III car, there are a number of small points that are not so evident at a casual glance. For example, the gear box cover and rear seat pan are in glass fibre, to improve sound insulation.

Roof and screen blend with a smoother curve, and inside the roof lining is a $\frac{1}{2}$ in thick sponge rubber sheet which helps to insulate the interior in hot weather. Front seat cushions are now mounted on tension springs between tubular frames, instead of on boards. Weight has been saved in the large boot lid, which is now of aluminium instead of steel, and the rear window has $\frac{1}{4}$ in glass in place of $\frac{1}{2}$ in. Supports for the spare wheel tray have been improved, and the cable from the interior control to the fuel filler door now has a straight pull.

Body finishing is a lengthy process, involving an acid wash, two coats of primer, five of hot spray filler (equivalent to ten cold sprays), two of cellulose sealer, and six colour coats. After two days' hardening, trim and chrome fittings are added.

Road testing is carried out on a 40-mile circuit which is covered not less than twice by each car. This is followed by a water test to discover leaks, and the car is then under-sealed, any faults are rectified, and the bodywork wax polished.

Throughout these works there is an awareness among employees that they are helping to make something different from the general run of cars; the abiding impression is of keenness in the exercise of a particular skill. It is fitting, perhaps, that one of Britain's leading high performance, quality cars should be built in a factory with a tradition of craftsmanship older than the industry itself.



Engine assembly by skilled fitters in an atmosphere of unhurried calm

Inner face of the brake disc is protected from road grit by an aluminium shield to reduce wear



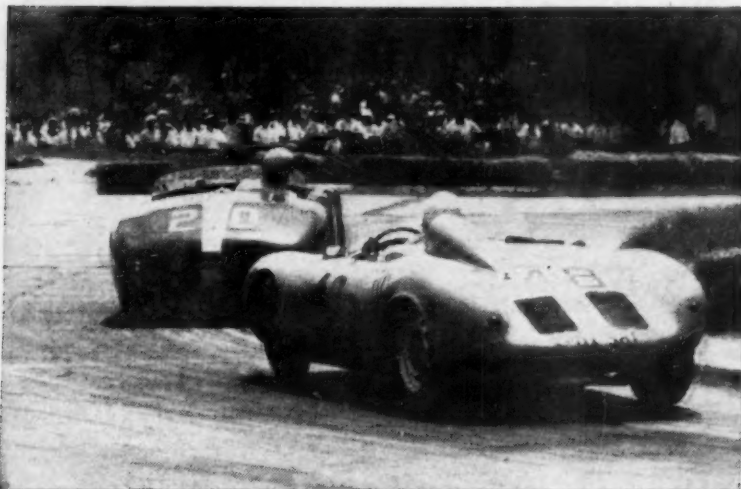
Glass fibre is now used for the gear box tunnel (below) and the rear seat pan



Left: In the partly trimmed condition of the body the very large area of opening for the combined rear window and boot lid is emphasised. Below: Salmons and Sons did not become Tickford until 1943. One of their Olympia Show exhibits in 1911 was this Lancia with the celebrated All Weather body; present were George and Lucas Salmons



BUENOS AIRES 1,000 km RACE



At the other end of the circuit, Moss' Porsche laps Mayol's Aston Martin. Just after this photograph was taken, Mayol crashed badly (inside the Autodrome) and the car was wrecked, although Mayol escaped unhurt. His main worry was what he was going to tell the owner of the car!

THE opening round of the 1958 Sports Car World Championship seemed to point to a good year for Ferrari, unless Aston Martin and Jaguar can make it otherwise. Two of the new vee-12, 3-litre Testarossas finished first and second after a no-trouble run in the Buenos Aires 1,000 km event; these sleek new sports-racers embody the well-tried 250 vee-12 engine, and the 2-litre Testarossa chassis with its rigid rear axle, although two of the works cars had experimental de Dion axles and transverse semi-elliptic rear springs.

Nevertheless, Stirling Moss and Jean Behra, driving a 1600 Spyder Porsche, set the pace, and continually harried the second of the Ferraris for second place! The performance of this little Porsche was staggering, and, after Moss' sensational Grand Prix performance, has definitely set him up as an idol of the Argentine race fan. At the finish Moss had a far more exuberant ovation than the winners.

Of the five vee-12 Ferraris three were team cars—two de Dion, one rigid—and two were rigid-axle private entries—Johnny von Neumann, U.S.A., with Germany's Wolfgang Seidel, and Pablo Drogo, of Venezuela with countryman Sergio González. The opposition included the Fangio-Godía 300S Maserati; a similar car entered by Giorgio Dei, of Scuderia Centro-Sud, for Moss-Behra, broke its crankshaft in practice so the pair switched over to the "big" Porsche. Another car was down for Schell-A. N. Other, but two days before the race a young Argentine sportsman named Jorge Magnasco bought the car and gave Schell a bonus in lieu of his drive. Magnasco, inexperienced in the handling of so fast a car, was to lose his life in the race.

In the 2-litre class the Moss-Behra Porsche was favourite against a gaggle of Maseratis and Ferraris, and in the 1500 c.c. division three "loaded" Porsches faced several privately-entered Osas.

The circuit used was the 1954 and 1956 version—in and out of the Autodrome and up and down a dual carriageway. Peter

Collins (No. 2 Ferrari vee-12) got away first, followed by von Trips (No. 4 Ferrari), a private four-cylinder Ferrari, then Fangio (300S Maserati). On the first right-hand bend leading away from the pit straight Luigi Musso crashed; happily he was unhurt except for a bruised shoulder, and drove in the race later.

Collins swept by in the lead, followed by von Neumann, with his vee-12 Ferrari, and Fangio, then Drogo's white vee-12 and Stirling Moss' Porsche. By the next lap Fangio had worked his way into second place but on lap 3 the maestro plunged into a straw bale and considerably messed up the bows of his car. He motored into his pit, and yards of tinware were ripped off to make the car driveable again; after an effort to make up time he retired because the handling was suspect.

By this time two Ferraris led and Collins was hurtling away from the opposition; von Neumann suffered rear-axle failure, and Moss had become third on passing the other private vee-12 Ferrari of the Venezuelans. Suddenly he came past the pits in second place—Trips had had a front-tyre blowout, which set him back, but he soon restarted and began making up time. Bonnier-Gregory (2-litre Maserati) lost their brakes and had to retire.

Meanwhile, news came through of a spectacular crash. Magnasco on the first lap had almost spun round and Trintignant (Ferrari) barely managed to avoid him; on lap 8 he came into the Autodrome—near the spot where Eric Forrest Greene was killed three years ago—and hit the kerb, causing the car to roll over twice; he died a few hours later.

By 15 laps Trips was third and chasing the Porsche, but when about to overtake it, the big car had to come in for fuel; the Porsche buzzed on regardless. A lap later Federico Mayol went off the road with his 3-litre DB3 Aston Martin; the car was completely written off, but Mayol escaped unhurt.

Collins gave over to Hill without the car losing its lead, but the other Ferrari—

**COLLINS-HILL FERRARI
WINS : MOSS - BEHRA
PORSCHE AMAZES
ARGENTINIANS**

No. 4—was in difficulties with the impudent little Porsche. At 45 laps Gendebien, driving very well, managed to pass when Moss stopped to let Jean Behra take over. While all this was going on, the Drogo-González vee-12 Ferrari maintained fourth place.

At half-distance Collins-Hill were almost a lap ahead of the opposition, and No. 4 was slowly drawing away from the incredible Porsche. The Venezuelans were firmly entrenched in fourth place and another Porsche, a 1500, was fifth, driven by Edgar Barth and Roberto Mieres. There had been a number of retirements.

At 65 laps Hill lapped in 3min 27.2sec—102.6 m.p.h.—before stopping to hand over to Collins again. Then at 68 laps Gendebien stopped and Luigi Musso took over. (The original line-up had been Musso-Gendebien and Trips-Hawthorn; however, Musso crashed on lap 1 and Hawthorn was sunburnt so badly the day before that he was unable to drive.) No sooner had Musso got into the car than Behra was back in second place again.

There were no changes in the leading order except for No. 4 and the 1600 Porsche swapping second position. By 80 laps Musso had established a precarious lead over the Porsche, which then stopped for a refuel and Moss took over.

At 99 laps there was more excitement when Musso stopped, fuel was put in the Ferrari and tyres were changed; like a bolt from the blue Moss appeared again and flashed by into second place. Gendebien set out with a do-or-die expression on his face, and on lap 100 was 8sec behind the Porsche. While everybody waited with bated breath, No. 2 stopped and Phil Hill took over. As he was restarting, the Porsche passed and behind it the Ferrari, a mere 6in behind Moss. Next time round the three leading cars howled past the pit straight together, a magnificent sight. However, Gendebien slipped past the Porsche and Moss wisely refrained from trying to force the issue. And, so, with the last rays of the dying sun, the race finished.

Commandatore Ferrari has some mighty fine performers in those long, sleek vee-12s. Apart from Trips' blow-out, both cars behaved perfectly even though the Moss Porsche forced them both to go flat-out all the time; in fact, No. 2 had a higher average at 90 laps than at 40! Collins, by lapping in 3min 25.9sec, broke his own 1956 record in the 4.9-litre short-chassis Ferrari.

R. HANSEN.

RESULTS

(Lap distance 5.98 miles; total, 633.88 miles)
1, Ferrari 2.953 (Collins-Hill), 6hr 19min 55.4sec, 90.5 m.p.h.
2, Ferrari 2.953 (Trips-Gendebien-Musso), 6hr 25min 08sec.
3, Porsche 1.551 (Moss-Behra), 6hr 17min 23.8sec.
4, Ferrari 2.953 (Drogo-González), 102 laps.
5, Porsche 1.498 (Mieres-Barth-von Dory), 99 laps.
6, Ferrari 1.990 (Peduzzi-Munaron-Mantovani), 98 laps.
7, Maserati 2.996 (Barros-Milan), 96 laps.
8, Ferrari 2.953 (Trintignant-Picard), 97 laps.
9, Osca 1.493 (Kovacs-Grandio), 95 laps.
10, Porsche 1.498 (Wiese-Juhan), 94 laps.
11, Maserati 1.996 (Guimarey-Guimarey), 90 laps.
Fastest lap: Collins, 3min 25.9sec, 102.8 m.p.h.
Class winners: 3,000 c.c., Collins-Hill; 2,000 c.c., Moss-Behra; 1,500 c.c., Mieres-Barth-Dory.

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The Sport

By PETER GARNIER



NOT ALTOGETHER SURPRISING

were the stories circulating in Monte Carlo after the Rally was over—that unofficial influences and extra-mural activities had been detected. Certain it is that there was a system by which a few competitors were warned of their approach to a secret check. It worked this way: A round, red table-top from a nearby café was marked in chalk "Control at 2 km," and stuck in the snow by the roadside; farther down the road a similar notice, written in lipstick on brown paper, was displayed on a post. The operators of this warning system stationed themselves near the notices and when one of their chums appeared they signalled him and pointed at the warning. When a non-chum appeared, they stood in front of the notices.

It may be argued that co-operation in such a system showed admirable initiative . . . but it is not my idea of the way to do well in rallies; and certainly it is the job of the organizers to see that it does not happen.

Then there was the question—as yet unsolved—of Gatsonides' penalty marks on the road section. When "Gatso" arrived at Monte Carlo, having completed the road section, his penalty marks amounted to 980; he was, at that stage, lying 58th. Peter Harper, lying equal first, had incurred no penalty marks whatever on this section. When "Gatso" arrived back at Monte Carlo, having completed the Classification Test, he had incurred a further penalty of 2,393 marks . . . but, under the column for road section penalization, his total had mysteriously dropped to 480, giving him a total (with an extra 40 for damaged coachwork) of 2,913. Peter Harper, on the other hand, had incurred a total of 2,928 penalty marks on the Classification Test; with nothing lost on the road section, and a completely unscratched car, this put him sixth, a place behind Gatsonides.

While Harper slept off his exertions, two British competitors (who shall be nameless) spotted this strange discrepancy, and went off in search of authority—most of whom were either at lunch, or a cocktail party. Eventually, at the *Permanence*, they found Monsieur Taffe, and put their problems to him. He listened attentively, and told them to come back again after lunch—at 3 p.m. Mercifully they then spotted a notice which said that all protests must be in by 2 p.m., so once more they found M. Taffe. This time he turned up Gatsonides' card and discovered that the 980 figure for the road section had been correct; he then reintroduced sufficient penalty marks to put "Gatso" back to sixth place, behind Peter Harper's Rapier. In fact, they made his penalty figure up to 660—leaving 320 marks still unaccounted for. Had the original figure of 980 been applied, Gatsonides would have finished eighth instead of sixth; Spjuith's Alfa Romeo and Ziegler's Sunbeam Rapier would have moved ahead of him.

These matters are perhaps best forgotten, but at the time they seem very important—particularly to team managers and others who have spent very large sums of money to prepare cars and compete. These are the people that the organizers

cannot afford to upset. Even a single change of position may be regarded as being of great importance, yet so far as I know there was no further penalization for damage after the positions of the first dozen cars had been checked . . . not much encouragement for those drivers who had kept their cars out of trouble.

HELD IN A drizzle, the Buenos Aires Grand Prix last weekend was won by Fangio in a Scuderia Sudamericana Maserati; Musso was second in a Ferrari, and Menditeguy third in a Maserati, one lap behind. Fangio's time for the 175-mile (60-lap) race was 2hr 38min 47.3sec, an average speed of 66.3 m.p.h.; his fastest lap was in 2min 34sec (68.35 m.p.h.). Musso's race time was 2hr 39min 56.7sec. The race was run in two 30-lap heats, and Mike Hawthorn's Ferrari won the first heat, 21.8sec ahead of Fangio's Maserati; unfortunately, gear box trouble put him out soon after the start of the second heat. Peter Collins (Ferrari) and Ken Kavanagh (Maserati) both retired with engine trouble, and Stirling Moss' Cooper retired early with deranged rear suspension after a "coming together" with a local driver. Of the 22 starters only 13 finished and Horace Gould (Maserati) was eleventh.

AS THE RESULT of a decision reached at the C.S.I. meeting in Monte Carlo on 30 January, the Argentine Grand Prix is to retain its World Championship status. This means that Stirling Moss, after his magnificent win in the Cooper, leads the Drivers' Championship with eight points—and Cooper leads the newly inaugurated Constructors' Championship. Luigi Musso now lies second in the Championship with six points, Fangio and Hawthorn have four each, Behra has two and Schell one.

Despite Moss' victory, the R.A.C.—quite rightly—carried on with the protest against the validity of the event for the

two championships involved, as a matter of principle. Though their objection to the race's validity was not upheld by the C.S.I., it was agreed that in future the regulations for important international events should be issued at least a couple of months before the date of the race.

So the matter has finally been settled, to the satisfaction of everybody concerned—particularly Stirling Moss, who must have had some anxious days waiting for the C.S.I. ruling at Monte Carlo.

IN CONTRAST TO Earls Court, which firmly closes its doors to racing cars, the Geneva Show (13 to 23 March) is to have an exhibition of racing cars that have earned fame through the years. The organizers have invited manufacturers of such cars to send them along, and favourable replies have been received, they say, from France, Germany, Italy, Switzerland and Great Britain. What a pity we cannot do something like this.

CHEAP AIR TRIPS to the Syracuse Grand Prix (13 April) and to Le Mans (21-22 June) have been arranged. The Syracuse trip, if sufficient support is forthcoming, will be in a 68-seat, pressurized Handley-Page Hermes IV owned by Britavia, Ltd., a member company of the Silver City group. The 1,250-mile flight will be made non-stop between Blackbushe Airport (30 miles west of London on A30) and Catania Airport (50 miles north of Syracuse), and will take a little over five hours. The proposed return fare (airport to airport) will be £38, and coach transport to and from the termini will be laid on at moderate prices—as will be refreshments during the flights.

It is planned to leave Blackbushe on 10 April, the day before the first practice period, and to return to England in the early evening of the day after the race. Full details can be obtained from Alan Foster and John Webb, at Whitehall 3633 or Gerrard 5075 (address: 27, Frith Street, London, W.1).

The Le Mans trip is being laid on by the Epping Forest Motorsport Association. The aircraft will leave London at approximately 11 p.m. on the Friday night, 20 June (or the Saturday morning, depending upon individual requirements) and will return to London early on Monday morning, 23 June. The return fare, including admission to the circuit, is £16 10s per person, or £21 with a grand-



Fangio's battered Maserati during the Buenos Aires 1,000 km sports car race: the car was later withdrawn because Fangio considered it was unsafe (report of the race on page 210)

The Sport . . .

stand seat overlooking the pits; there are special rates for parties of six or more, and the trip will also include a visit to a night club and an opportunity for a morning's shopping in Paris.

Applications for seats should be accompanied by a deposit of £3 and should be sent to The Secretary, The Epping Forest Motorsport Association, 203, High Road, Loughton, Essex; personal callers (or telephone calls) cannot be entertained.

EFFORT REWARDED: The C.S.I., it appears, has decided to accept the Moroccan Grand Prix (Casablanca, 26 October) as the eleventh event in the list of qualifiers for the World Championship . . . on the condition that certain changes are made to the circuit.

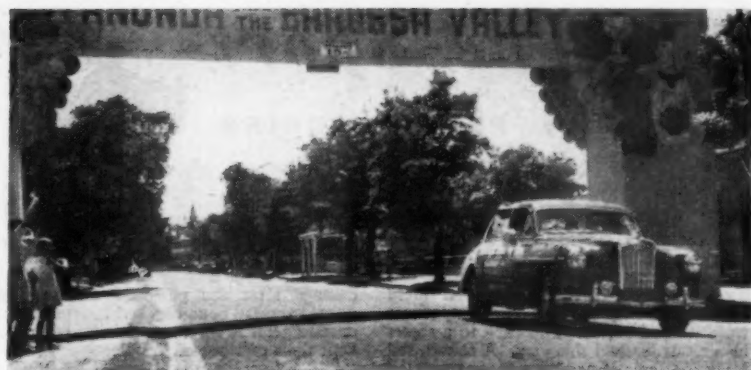
In view of the tremendous efforts on the part of the organizers to make last October's event a success, this must be good news indeed to them.

FOLLOWING HIS RETIREMENT as secretary of the British Racing and Sports Car Club, Ken Gregory has taken up the secretaryship of the Healey Drivers' Club. Peter Langrishe has resigned owing to pressure of business, and the club announce that their headquarters have been moved to the Healey Showrooms, 8-9, North Audley Street, London, W.1. A permanent office and secretariat will be established there in the near future.

THROUGH LACK of support the Dakar Grand Prix, which was due to be held on 2 March, has been cancelled. Instead, a race will be held for local drivers, with classes for standard production, modified and *gran turismo* cars.

EARL HOWE, president of the British Racing Drivers Club, has accepted the presidency of the Advertising Motor Club.

DURING ITS brief existence of just over two years, Club Lotus has achieved a membership of over 500. An American branch has been established, and already the club has co-promoted two race meetings, produced a monthly magazine, and



Almost there: The winning Six-Ninety Wolseley in the Australian Mobilgas Economy Run passes under the gateway to South Australia's wine country, a few miles from the finish at Adelaide

staged numerous social occasions. This is a fine effort, and is indicative of the great interest there is in the products of Colin Chapman's relatively small company, both here and in the States. This evening the club is staging its first full-scale annual dinner and dance at the Casino Hotel, Taggs Island, Hampton Court, Middlesex.

PROLIFIC FIXTURE list for Brands Hatch this year includes nine race meetings and 21 sprints. The full list is given below, together with the organizing club for each event:—

RACE MEETINGS: British Racing & Sports Car Club, Ltd., 7 April, 20 April, 18 May, 8 June; Club Lotus & 750 Motor Club, 29 June; British Racing & Sports Car Club, Ltd., 4 August, 7 September, 5 October, 26 December.

SPRINT MEETINGS: 2 March, Surrey Sporting Motor Club; 30 March, Jaguar Drivers' Club; 31 March, Tunbridge Wells Motor Club; 13 April, 750 Motor Club; 26 April, Veteran Car Club; 27 April, A.C. Owners' Club; 11 May, Mid Surrey Car Club; 15 June, Thames Estuary Automobile Club; 6 July, M.G. Car Club; 20 July, Sevenoaks & District Motor Club; 27 July, Herts County Automobile Club; 10 August, Circle Car Club; 14 September, Triumph Owners' Club; 28 September, M.G. Car Club.

CLUB DINNERS come and go so fast at this time of the year that some sports writers are in danger of becoming social butterflies, but it is all great fun. The Midland Motoring Enthusiasts held their annual party at Edgbaston last Friday. It will long be remembered as one of the best of its kind. The speeches were commendably brief. Most of the past

season's awards were shared between W. F. "Remus" Moss, Brian Whitehouse and the Mayman family.

BRITISH VETERANS—meaning cars, not entrants—will be well represented in the Brussels International Rally on 15 May. So far there are 43 entries, and the British contingent will assemble at Ghent on that day.

There are already 15 British entries for the Swedish Rally in August, so that Vintage motoring, in the international sense, seems to be prospering.

O.R.M.A. FILM SHOW arranged for Tuesday, 28 January, was so oversubscribed—there was a waiting list of over 300 for seats—that a repeat performance is to be given on Monday, 24 February, at the same place—the Town Hall, Kensington.

The Association's annual dance is to be held at the Century Hotel, Forty Avenue, Wembley Park, on Thursday, 27 February. Tickets from O.R.M.A., Kent House, Market Place, Oxford Circus, W.1.

JUAN FANGIO is reported to have said after the Argentine Grand Prix that he will gradually retire from racing, but that he will compete in several Grand Prix events this year. Extensive business commitments, which demand his presence in Argentina, are taking up more and more of his time.

ENTRIES FOR SEBRING on 22 March include two Ecurie Ecosse Jaguars to be driven by Bueb-Masten Gregory and Flockhart-Sanderson. The cars are lightened versions of the D-type, with engines of 3-litre capacity to comply with the new regulations for sports car championship events.

THE MONZA 500-mile, Indianapolis-style race, which caused so much controversy last year, will again be held this year, the organizers have announced—on 29 June. They say they are already contacting European and American drivers; it will be interesting to see how many Europeans they get this time.

LANDS END TRIAL dates are, as ever, over the Easter weekend—4 and 5 April—not, as has appeared incorrectly in some publications, 6 and 7 April.



North Devon M.C. Autocross, last weekend: Competitors negotiate the mud in Heat 1, which was won by J. Elliott's Ford Special (centre of picture)

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COMING SHORTLY

- FEBRUARY 7-9.**—Rally of the Northern Roads, France.
7-9.—Sixth International Canadian Winter Rally, Toronto.
7.—Oxford M.C. Candlelight Rally, Windrush Hotel, Witney, 7 p.m.
8.—Invercargill race meeting, New Zealand.
8.—Forces M.C. (London Group). Jack Frost rally (closed), Bull Inn, Cheltenham, 5 p.m.
8.—S.U.N.B.A.C. Colmore Cup trial, centred on Broadway.
8-9.—Thames Estuary A.C. Fifth National Cat's Eyes night navigation and map reading rally, either Little Brick Hill Service Station, Little Brick Hill, Dunstable, Bedfordshire, 4 p.m., or Lamb's Garage, Southend Road, Woodford Green, Essex, 5.15 p.m.
9.—Anglia and Prefect O.C. Practice run, Batchworth Heath, near Rickmansworth, Hertfordshire, 10 a.m.
9.—Lancashire and Cheshire C.C. Driving tests, L.C.C. Club, Car Park, Old Trafford, 1.30 p.m.
9.—Lothian C.C. Gymkhana: (closed), Riccarton Estate, By Hermiston, West Lothian, 12 noon.
9.—Margate and District C.C. Navigation rally (closed).
9.—Sheffield and Hallamshire M.C. Harrison trial, fully sporting, Yorkshire Bridge Inn, near Bamford, Derbyshire, 10.30 a.m.
9.—Warrington and District M.C. Fourth Daffodil rally, Tall Trees Garage, Tarporley Road, Lower Whitley, near Warrington, Lancashire, 9.30 a.m.
12.—North Staffs M.C. Evening rally (closed), Leases Garage, Barlaston, 7 p.m.

- 13-16.**—Winter Rally, Germany.
14-15.—Yorkshire S.C.C. Eighth annual Yorkshire rally, Municipal Car Park, Brook Street, Ilkley, 9 p.m.
15.—Anglia and Prefect O.C. Aquarius rally, Coach and Horses Inn, Croxley Green, Hertfordshire, 5 p.m.
15-16.—Bristol M.C. and L.C.C. Second Bristol rally (restricted), College Motors, Ltd., Rupert Street, Bristol, 8 p.m.
15-16.—Hants and Berks M.C. Riverside rally, Royal Ascot Hotel, Ascot, Berkshire, approximately 7 p.m.
15-16.—North London Enthusiasts' C.C. Jacobean Trophy trial, restricted night navigation rally, Shannon Corner, Kingston By-Pass, Surrey.
15-16.—Sussex Car and M.C.C. Valentine rally (closed), Car park, Southwick Street, Southwick, Sussex, 11 p.m.
15-16.—B.A.R.C. (S.W. Centre). South western rally (restricted), Winchester Motor Co., Ltd., Cross Road, Winchester, Hampshire, 8 p.m.
16.—Eastern Counties M.C. Experts and novices touring rally, starting from Bury St. Edmunds.
16.—Leicestershire C.C. Time trial.
16.—Linden C.C. Annual winter rally, Cotton Inn, Longbridge, 9.30 p.m.
16.—North Midland M.C. Kitching Trophy trial, Yorkshire Bridge Inn, near Bamford, Derbyshire, 10.30 a.m.
16.—Singer O.C. Afternoon rally (closed), By grandstand on Epsom Downs, Surrey, 2.30 p.m.
16.—Stafford and District C.C. Valentine rally, starting from Penkridge, 2.30 p.m.
16.—Stockport M.C. Afternoon treasure hunt, Five Ways, Stockport, 2.15 p.m.
16.—Windsor C.C. Annual winter touring rally (closed), starting from Taplow, Buckinghamshire, 10.30 a.m.
24.—Ninth International Sestriere Rally, Italy.

RACE AND RALLY REGULATIONS RECEIVED

West Hants and Dorset C.C.: Moonfleet Rally and Tests (closed), 22-23 February, starting from the lay-by adjacent to Messrs. Dear Bros. Garage, West Moors, at 1 p.m. Entry forms together with fee (£1 rally, 5s tests only, and 10s team) to Major C. H. Gray, 92, Oswald Road, Moordown, Bournemouth, by 12 February.

Yorkshire S.C.C.: White Rose fully sporting trial (closed), 2 March, Ringways, Whitehall Road, Leeds (junction of Leeds Ring Road and A.59 Leeds-Halifax Road), 10.30 a.m. Entries to R. J. Wilson, Woodlands, Gildersome, near Leeds (tel. Morley 1268) by 24 February.

North Staffs M.C.: Evening rally (closed), 12 February, 45 miles, starting from Leases Garage, Barlaston, at 7 p.m. Entries to S. Turner, South View, Barlaston, Staffordshire (tel. 104) by 8 February.

Guildford M.C.: Six-hour night rally (closed), 22-23 February, approximately 120 miles, starting from Newlands Corner at 8 p.m. Entries to A. Coffin, 6, Abbots Close, Onslow, Guildford, Surrey (tel. 62527) by 19 February.

Bristol M.C. and L.C.C.: Bristol rally, 15-16 February, approximately 300 miles, starting from College Motors, Rupert Street, at 8 p.m. Regulations from D. T. Duffy, Silverden, Ridgeway, Long Ashton, Somerset.

Liverpool M.C.: Closed rally, 2 March, 150 miles in Wales for novice and expert. Regulations from I. Hall, 63, Kremlin Drive, Liverpool, 13.

Falcon M.C.: March Hare trial, 23 March, 75-mile course, starting from Hatfield and Royston, Hertfordshire, at 11 a.m. Further details from H. W. Tucker-Peake, Messrs. Shelford and Crowe, Ltd., Stevenage (tel. 361 and 494), or Miss G. Warren, Jesmond Dene, Sish Lane, Stevenage (tel. 831).

Wolverhampton and South Staffs C.C.: Express and Star night navigation rally, 8-9 March, approximately 400 miles, starting from Hereford, Liverpool, Newark, Oxford, Wolverhampton, between 6 and 10 p.m. Entries to K. J. Whitehead, The Old House, Hopstone, Claverley, Wolverhampton, by 25 February.

Sussex Car and M.C.C.: Valentine Rally (closed), 15-16 February, 120 miles, starting from the Car Park, Southwick Street, Southwick, Sussex, at 11 p.m. Entries to L. V. Crutenden, 283, Dyke Road, Hove 4, Sussex (Brighton 53304) by 13 February.

Windsor C.C.: Annual Winter Touring Rally (closed), 16 February, approximately 95 miles, starting from Taplow, Buckinghamshire, at 10.30 a.m. Test of driving, navigating, timekeeping, regularity and map reading. Entries (fee 1s) to G. Connelly, 98, St. Martin's Lane, London, W.C.2, by 13 February.

Singer O.C.: February Rally (closed), 16 February, starting by grandstand on Epsom Downs at 2.30 p.m. Navigation, observation and timekeeping over a course of approximately 50 miles. Entries (fee 7s 6d including light refreshment) to E. P. Ellis, 23, Elmers Drive, Teddington, Middlesex, by 12 February.

Loughborough College M.C.: Day Rally, 2 March (not 16 February) starting in the College Grounds, Loughborough, at 10.30 a.m. Regulations from: G. E. Maskell, 496, Braunstone Lane, Leicester; entries close 22 February.

CLUB NEWS

Surrey Sporting M.C.—The annual general meeting was held on 16 January, at the Jolliffe Arms, Merstham, Surrey, and the Club Secretary for 1958 will be J. Epstein, 18, Hyde Park Gate, London, S.W.7. A Student Member scheme has been introduced, whereby students and national servicemen may become club members at a reduced fee, yet enjoy the same facilities as other members. Details from J. Harford, Tyhurst Lawn, Rook Lane, Chaldon, Surrey.

Thames Estuary A.C.—The Cat's Eyes Supper is to be held on Saturday, 1 March, at the Weir Hotel, Rayleigh, Essex. It will take a slightly different form this year. First there is a discussion on the Rally (6.30-7.30 p.m.), then supper (8 p.m.), followed by an informal dance. Tickets, strictly limited in supply, are available from K. T. Sloman, 116a, Woodfield Road, Leigh-on-Sea, Essex.

Old Merchant Taylors' M.C.—Results of the Rally held on 26 January were as follows:—
 1. Standard 10 (D. R. Gray and J. Rush); 2. Sunbeam-Talbot (J. A. Goodwin and M. Hindom); 3. Morris Minor (P. A. Collier).

Further Comment on the DKW Success in the Monte Carlo Rally.

Apart from being placed 3rd in the General Classification, the DKW was also the FIRST of well over 200 Standard and Modified series production Touring cars competing in Category I.

The DKW was the WINNER of this Category and CLASS WINNER (up to 1,000 c.c.).

Both the Dauphine and the Alfa-Romeo, which were 1st and 2nd, were in Category II (for Standard and Modified Grand Tourisme models and Special series Touring cars) with over 100 entries.

There can be little doubt, considering these facts, that the DKW achieved the best performance by any car in the most arduous of all Monte Carlo Rallies.

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Sole DKW Concessionaires

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Welbeck Viewpoint
(No. 137 of a series)

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What do you mean by "Off-New"?

We mean the car is so nearly new that it is impossible to tell the difference between it and a brand-new vehicle. The only difference is the price . . . you can save a lot of money by buying off-new. Our standard of service and guarantee are the same as on a new car. This week we have the following off-new cars in stock:—

1958 Ford Squire (Registered November 1957), pale blue, heater, mileage only 1,000 (original cost £725) now offered at £675.

1957 Goggomobil, pale blue, sun roof, mileage 6,000 (original cost with extras approx. £525) now offered at £385.

1957 Goggomobil, pale green, sun roof, mileage 4,000 (original cost with extras approx. £525) now offered at £385.

1958 Volkswagen de luxe saloon (registered September 1957), black, sun roof, mileage 4,000 (original cost £820) now offered at £735.

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The Welbeck Building

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(Near Baker Street Station)
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(7/2/58)

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Most people are—and every browser has a favourite place to browse.

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KNIGHTSBRIDGE 4215



Renault, Ltd., of Acton, London, W.3, have inaugurated a new after-sales service fleet which is at the call of distributors throughout the country. So far two Domane estate cars and a Renault van have been commissioned, staffed and equipped to help with any technical or spares problems.

Trade and



Industry

Mr. Robert Weir has been elected chairman of BP Australia, Ltd., in succession to Mr. Leonard Darling, who resigned at the end of 1957 for health reasons.

Mr. B. Brewster Jennings, chairman of the Socony Mobil Oil Co., Inc., retired at the end of January. Mr. Albert L. Nickerson, president of the company since 1955, has become chief executive officer.

The death is recorded with regret of Mr. Benjamin Mantle, founder and managing director of Mantles Garages, Ltd., Biggleswade, Bedfordshire. He was a pioneer in the industry, having begun in 1902 when he joined the Wolsley Tool and Sheep Shearing Co., then under the management of Mr. Herbert Austin (the late Lord Austin). For nearly 55 years he had continuously held a "clean" driving licence, of which he was particularly proud.

Mr. H. Ray Clark, M.B.E., T.D., has been appointed general manager of the car and commercial vehicle divisions of



Mr. H. Ray Clark

Jensen Motors, Ltd. The appointment covers the factories at West Bromwich and Pensnett. He joined the company as assistant sales manager in 1954, becoming sales manager the following year. He has been in the industry for 30 years, serving his apprenticeship with Rolls-Royce at Derby. From 1935 to 1947, except during service in France, Italy and North Africa during the war, he was with the London staff of Rolls-Royce.

Mr. E. F. Kirby has been appointed service manager of Smiths Motor Accessories, Ltd., of Cricklewood, London, N.W.2.

Two more factories have been opened by the Firestone International Co., one in Havana, Cuba, and the other at Manila, in the Philippine Islands.

The death is recorded with regret of Mr. Irvin Ashcroft. He was at one time with the Lagonda company, and took over manufacture of the famous Rapier model.

Reference was made in the issue of 17 January to a new barrier cream for people who work with glass fibre. Made by Rozalex, Ltd., 10, Norfolk Street, Manchester, 2, the product was said to cost 5s for a 1lb tin including postage. This did not include purchase tax, however, which brings the total price with postage to 6s 4d.

Mr. William Womar has been appointed a director of the Drakeson Motor Co., Ltd., Wellington Road South, Stockport. He joined the Hollingdrake Organization in 1952, and in 1956 was appointed manager of the Drakeson company, who are distributors for Dodge cars and commercial vehicles, area dealers for Jaguar and Rover cars, and dealers for Standard and Triumph.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17407. **Handbooks Required.**
"L.C."—1930 Triumph Seven; 1931 Morris Oxford.
"A.F."—1938 Standard Flying Twelve.
"B.D.H."—1931 8 h.p. Singer Junior; or a workshop manual.
"W.C.S."—1936 Humber Vogue; or a workshop manual.
"H.S."—1947 Sunbeam-Talbot Ten.
"R.G.M."—1934-35 Hillman Minx; or a workshop manual.

NEW CAR PRICES

U.K. List Price · With Tax

	£	s	d	£	s	d
A.C.						
Ace	1,188	0	0	1,783	7	0
Ace-Bristol	1,443	0	0	2,165	17	0
Acera	1,446	0	0	2,170	7	0
Acera-Bristol	1,700	0	0	2,551	7	0
ALFA ROMEO						
Giulietta Berlina	1,320	0	0	1,981	7	0
Giulietta T I	1,460	0	0	2,191	7	0
Giulietta Veloce	1,945	0	0	2,918	17	0
1900 Super	4,695	0	0	2,543	17	0
Super Sprint	2,450	0	0	3,676	7	0
ALLARD						
Palm Beach (Ford)	1,050	0	0	1,576	7	0
Palm Beach (Jaguar)	1,300	0	0	1,951	7	0
Gran Turismo	1,700	0	0	2,551	7	0
ALVIS						
Grabber	2,300	0	0	3,451	7	0
Grabber convertible				Export only		
A-SIDDELEY						
Sapphire 346	1,100	0	0	1,651	7	0
(automatic)	1,195	0	0	1,793	17	0
Limousine	1,910	0	0	2,866	7	0
(automatic)	2,099	0	0	3,149	17	0
ASTON MARTIN						
DB Mk. III	2,050	0	0	3,076	7	0
Drophead coupé	2,300	0	0	3,451	7	0
ASTRA						
Utility	308	0	0	471	16	0
AUSTIN						
A.35 2-door	379	0	0	569	17	0
2-door de luxe	387	15	0	582	19	6
A.35 4-door	396	10	0	596	2	0
4-door de luxe	400	0	0	601	7	0
A.35 Countryman	444	0	0	667	7	0
A.55	538	0	0	808	7	0
A.55 de luxe	570	0	0	856	7	0
A.95 Westminster	609	0	0	1,034	17	0
A.95 de luxe	719	0	0	1,079	17	0
A.95 Countryman	834	0	0	1,252	7	0
A.105	823	0	0	1,235	17	0
(automatic)	885	10	0	1,329	12	0
AUSTIN-HEALEY						
100-Six	817	0	0	1,226	17	0
BENTLEY						
Series S	3,695	0	0	5,543	17	0
L.W.B.	4,595	0	0	6,893	17	0
Freestons and Webb	5,187	0	0	7,781	17	0
H. J. Mulliner	4,990	0	0	7,486	7	0
James Young	5,455	0	0	8,183	17	0
Continental	4,915	0	0	7,373	17	0
H. J. Mulliner	5,275	0	0	7,913	17	0
Four door	5,355	0	0	8,033	17	0
Park Ward	4,995	0	0	7,493	17	0
BERKELEY						
Two-seater 328 c.c.	332	7	6	499	18	3
492 c.c.	381	15	4	573	19	10
492 c.c. hardtop	397	14	7	597	18	11
B.M.W.						
501	1,638	0	0	2,458	7	0
502 2.6-litre	1,792	0	0	2,687	7	0
502 3.2-litre	2,220	0	0	3,581	7	0
503	3,200	0	0	4,801	7	0
507	2,800	0	0	4,201	7	0
BORGWARD						
Isabella	830	0	0	1,246	7	0
Isabella estate car	880	0	0	1,321	7	0
Touring Sport	950	0	0	1,426	7	0
TS coupé	1,330	0	0	1,996	7	0
Hansa 2400	1,500	0	0	2,251	7	0
BRISTOL						
405	2,390	0	0	3,586	7	0
405 Convertible	2,450	0	0	3,767	7	0
BUICK						
63 Century	2,175	0	0	3,263	17	0
CADILLAC						
6309 Fleetwood	3,425	0	0	5,138	17	0
6239D sedan de ville	3,125	0	0	4,688	17	0
CHEVROLET						
1/50 4-door	1,195	0	0	1,793	17	0
2/10 estate car	1,300	0	0	1,951	7	0
Bel-Air	1,265	0	0	1,898	17	0
Corvette	1,815	0	0	2,273	17	0
CHRYSLER						
300C	2,740	0	0	4,111	7	0
300C convertible	2,960	0	0	4,441	7	0
Imperial	2,885	0	0	4,328	17	0
Crown	3,045	0	0	4,568	17	0
CITROEN						
2 c.v.	389	0	0	598	7	0
DS19	1,150	0	0	1,726	7	0
CONTINENTAL						
Mark II coupé	4,900	0	0	7,351	7	0
DAIMLER						
Century II	1,119	2	0	1,680	0	0
One-O-Four	1,595	15	4	2,395	0	0
DK400A	2,795	15	4	4,195	0	0
DK400B	2,875	15	4	4,315	0	0
Hooper limousine	4,385	0	0	6,578	17	0
D.B.						
Rally HBR 5	1,299	2	0	1,950	0	0
DELLOW						
Mark IIC sports	465	0	0	698	17	0
Mark IIE sports	500	0	0	751	7	0
Mark V lightweight	525	0	0	788	17	0

U.K. List Price · With Tax

	£	s	d	£	s	d
D.K.W.						
Fixed-head coupé	765	0	0	1,148	17	0
Four-door	798	0	0	1,198	7	0
Universal estate car	830	0	0	1,246	7	0
1000 fixed-head coupé	850	0	0	1,276	7	0
DODGE						
Custom Royal	2,040	0	0	3,061	7	0
EDSEL						
Pacer	1,741	8	0	2,613	9	0
Citation hardtop	2,165	12	0	3,249	15	0
FACEL VEGA						
FVS hardtop	3,150	0	0	4,726	7	0
(automatic)	2,980	0	0	4,471	7	0
FAIRTHORPE						
Atomota	426	0	0	640	7	0
Electron Minor	479	0	0	719	17	0
Electron	769	0	0	1,154	17	0
FIAT						
500	370	0	0	556	7	0
600	432	0	0	649	7	0
600 Convertible	452	0	0	679	7	0
Multipla 4/5	532	0	0	799	7	0
Multipla 6	540	0	0	811	7	0
1100	578	10	0	869	2	0
1200 models				(prices not yet announced)		
1400B	774	0	0	1,162	7	0
1900B	980	0	0	1,471	7	0
1900B four-light	1,385	0	0	2,078	17	0
FORD						
Popular	295	0	0	443	17	0
Anglia	380	0	0	571	7	0
Anglia de luxe	400	0	0	601	7	0
Prefect	415	0	0	623	17	0
Prefect de luxe	438	0	0	658	7	0
Escort	463	0	0	695	17	0
Squire	545	0	0	818	17	0
Consul	580	0	0	871	7	0
Consul de luxe	660	0	0	991	7	0
Consul convertible	710	0	0	1,066	7	0
Consul estate car	610	0	0	916	7	0
Zephyr	775	0	0	1,088	17	0
(automatic)	775	0	0	1,168	7	0
Zephyr convertible	775	0	0	1,163	17	0
Zephyr estate car	675	0	0	1,013	17	0
Zodiac	790	0	0	1,186	7	0
(automatic)	873	0	0	1,310	17	0
Zodiac convertible	845	0	0	1,268	17	0
Zodiac estate car						
FORD (Canadian)						
Custom 300	1,307	0	0	1,961	17	0
Fairlane 500 Town	1,377	0	0	2,066	17	0
500 Town Victoria	1,409	0	0	2,114	17	0
Ranch Wagon	1,362	0	0	2,044	7	0
FORD (Germany)						
12M	702	0	0	1,054	7	0
15M	763	0	0	1,145	17	0
17M				(price not yet announced)		
FRAZER NASH						
Gran Turismo	2,166	0	0	3,250	7	0
Sabine	2,166	0	0	3,250	7	0
GOGGOMOBIL						
T.300	329	0	0	494	17	0
T.400	342	6	0	514	16	0
TS.300	416	0	0	625	7	0
TS.400	428	13	4	644	7	0
TS.300 convertible	458	0	0	688	17	0
TS.400 convertible	471	0	0	707	17	0
HILLMAN						
Minx II Special	498	0	0	748	7	0
Minx II de luxe	529	0	0	794	17	0
Minx II convertible	598	0	0	898	7	0
Minx II estate car	625	0	0	938	17	0
Husky	465	0	0	698	17	0
HUDSON						
Rambler de luxe	1,250	0	0	1,876	7	0
Rambler Super	1,285	0	0	1,928	17	0
Estate car	1,375	0	0	2,063	17	0
Rambler Custom	1,350	0	0	2,026	7	0
Ambassador Super	1,630	0	0	2,446	7	0
Custom	1,700	0	0	2,551	7	0
Estate car	1,795	0	0	2,693	17	0
HUMBER						
Hawk II	840	0	0	1,261	7	0
(automatic)	955	0	0	1,433	17	0
Hawk II estate car	975	0	0	1,463	17	0
Touring limousine	920	0	0	1,381	7	0
ISETTA (Gt. Britain)						
300	255	1	8	389	19	6
Luxury Plus	265	15	0	399	19	6
600	319	0	0	479	17	0
JAGUAR						
2.4	966	0	0	1,495	7	0
Special equip. model	1,019	0	0	1,529	17	0
3.4	1,114	0	0	1,672	7	0
XK 150	1,175	0	0	1,763	17	0
(automatic)	1,303	0	0	1,955	17	0
Special equip. model	1,292	0	0	1,939	7	0
Convertible	1,195	0	0	1,793	17	0
D-type sports 2-seater	2,585	0	0	3,788	17	0
XK 35				Export only		
Mark VIII	1,219	0	0	1,892	17	0
(automatic)	1,331	0	0	1,997	17	0
JENSEN						
S41	1,435	0	0	2,153	17	0
S41 de luxe	1,750	0	0	2,626	7	0
S41 R	1,910	0	0	2,864	7	0
Interceptor	1,800	0	0	2,701	7	0

*continued overleaf

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Mercedes-Benz 300SL, 1955 ...	£2,450
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Mercedes-Benz Cab. D, 1955...	£2,350
Mercedes-Benz 180, sunshine roof, 1954.....	£875
Aston Martin DB.24, 1954.....	£1,490
Aston Martin DB.3S, 4,000 m., never raced, 1956	
Jaguar XK.140 C type 13,000 m., 1957	£1,350
Porsche 1500 DHC, RHD, 1954	£995
Morris Minor Coupe Conversion, 95 m.p.h., 1955	£485
Cadillac Fleetwood, 7,000 m. only, 1947. As new	



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AYLESBURY, Bucks. SHAW & KILBURN LTD., Cambridge Street. Phone: 2321/2	EPSOM, Surrey PAGE MOTORS LTD., High Street. Phone: Epsom 9891/2/3	LONDON, N.W.8 CARMO (1929) LTD., St. John's Wood Roundabout. Phone: PRImrose 7788	PLYMOUTH ALLERS OF PLYMOUTH LTD., 106, Tavistock Road. Phone: 61291
BIRMINGHAM, 1 PRESTAGE LTD., Suffolk Street. Phone: Midland 4933	FARNWORTH LEVERS GARAGES LIMITED, Long Causeway. Phone: Farnworth 1433	LONDON, N.16 COACHES & COMPONENTS LTD., 92-94, Stamford Hill. Phone: STA 8441	PRESTON BARTON MOTORS (PRESTON) LTD., Corporation Street. Phone: 4694
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BRISTOL, 3 DAWNS (BRISTOL) LIMITED, 168-176, Coronation Road. Phone: 63973 (4 lines)	HAVERFORDWEST, Pembro. GREEN'S MOTORS LTD., Jubilee Gardens. Phone: 741	LONDON, Ealing, W.5 CAMPBELL, SYMONDS & CO. LTD., Western Avenue, (Park Royal Stn.). Phone: PER 4456 & 9589	STAPLEFORD, Cambridge WELCH'S GARAGE (STAPLEFORD) LTD., London Road. Phone: Shelford 2256
BROMLEY, Kent K. J. MOTORS LIMITED, 157-149, Wilmors Road. Phone: RAVenbourne 3456 (5 lines)	HENDON, N.W.9 SPURLING MOTOR BODIES LTD., The Hyde. Phone: Colindale 7171 (10 lines)	LOUGHTON, Essex PATMORE BROTHERS LTD., 161, High Road. Phone: Loughton 677	STRETFORD, Lancs. GRAHAM BROS. (MOTORS) LTD., "Anlaram," Chester Road. Phone: Trafford 3313
BROMLEY, Kent DAVIS & HILL LTD., 101, Bromley Common. Phone: RAVenbourne 2834/5	LIVERPOOL, 7 MEADOWS (AUTOMOBILES) LTD., 159-167, Prescott Rd., Fairfield. Phone: Stonecroft 6441	MANCHESTER GRAHAM BROS. (MOTORS) LTD., 7-15, Peter Street. Phone: Blackfriars 9887	WEMBLEY CAMPBELL, SYMONDS & CO., LTD., Empire Garage, Wembley Park Drive. Phone: WEM 6292 (6 lines)
CAMBERLEY, Surrey WHITES (CAMBERLEY) LTD., London Road. Phone: Camberley 1890	LIVERPOOL, 6 PEARSON'S OF LIVERPOOL LTD., 3, 5, 7, Shaw Street. Phone: North 1246	MANCHESTER SAXON JEFFERIES LTD., 674, Wilmston Road, Didsbury. Phone: Didsbury 6414/5	WEST BROMWICH PRESTAGE (WEST BROMWICH) LTD., High Street, Staffs. Phone: West Bromwich 0376
CATERHAM, Surrey LATHAMS OF CATERHAM, Wc. the Roundabout, Croydon Road. Phone: CATERham 2384/5	LONDON, W.1 SHAW & KILBURN LTD., 112-114, Wardour Street. Phone: GERard 4343	NEWBURY WHEELERS (NEWBURY) LTD., The Broadway. Phone: 1020-1	WILMSLOW MOORES & NEWTON LTD., Water Lane. Phone: WILmslow 4932
CHISLEHURST & SIDCUP, Kent WESTERN MOTOR WORKS (CHISLEHURST LTD., Ferry Street). Phone: FORTscay 1122	LONDON, W.1 LENDRUM & HARTMAN LTD., Buick House 266, Albemarle St. Phone: HYDe Park 7121	NEWCASTLE-ON-TYNE, 5 FOX & HOUNDS GARAGE, 398, West Road. Phone: 35683/4	WIMBLEDON, S.W.19 BROADWAY MOTOR COMPANY, 48-50, Hatfield Road. Phone: LILBerly 2491/3/6
DARLINGTON SHERWOOD BROS. (DARLINGTON) LTD., Grange Road. Phone: Darlington 66135	LONDON, W.2 HAMILTON MOTORS (LONDON) LTD., 466-490, Edgware Road. Phone: PAdlington 0922 (10 lines)	NORTHAMPTON GROSE LTD., Marketfair. Phone: 31982	



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used cars are inspected and reconditioned as necessary to a high standard of safety and performance and warranted for a minimum of three months by a firm you can trust, honestly described and fairly priced.

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- It has been inspected and reconditioned as necessary to a high standard of safety and performance.
- It is honestly described and fairly priced by a firm you can trust.
- It is sold under a warranty that covers parts and labour for a minimum of three months.

You can be sure that the warranty wouldn't be offered unless the dealer had confidence in the car. You can be sure of a square deal.

On the opposite page is a list of dealers. Look for the red, yellow and green sign of the "Quality Tested" used vehicle dealer in your district. He will demonstrate his "Quality Tested" vehicles and tell you about the plan. Or write for the name of your nearest "Quality Tested" dealer to Vauxhall Motors Limited, Luton, Beds.

* Sponsored by Vauxhall Motors Ltd., operated by Vauxhall and Bedford dealers.

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WE SPECIALISE IN PART-EXCHANGE

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HUMBER Hawk Mark VI 1955 series saloon with O.H.V. engine and overdrive, heater, washers, Corinth blue, red hide, one local owner..... **£645**
HUMBER Hawk saloon 1954 Mark V series, black, red hide, very immaculate specimen, heater..... **£545**
HUMBER Hawk saloon 1952, silver-grey, heater and radio, new tubeless tyres, beautiful car..... **£475**
HUMBER Hawk saloon 1950, 14 h.p. model, very carefully used, extremely good condition..... **£395**
HUMBER Super Snipe saloon 1951 Mark III series, titled owner, chauffeur driven, black, tan hide..... **£365**

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on the Mark II Super Snipe chassis, silver-grey, grey hide, brand new hood, most impressive car..... **£395**

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1958 HILLMAN Minx Special saloon, heater, 2,000 miles	£725
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1957 HILLMAN Husky, heater, 12,000 miles	£525
1957 JAGUAR 2.4 saloon (special equipment), radio, heater, 12,000 miles	£1,245
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1957 METROPOLITAN Convertible, radio, heater, 3,000 miles	£725
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USED CARS FOR SALE & WANTED — SPARES & SERVICE

ABARTH-FIAT

ANTHONY CROOK, sole concessionaires for U.K.—New and used Abarth-Flats (over 80 m.p.h., 44 m.p.g.) with Standard Fiat 600 coachwork.—High St., Esher, Tel. 4590. [C1063]

A.C.

ANTHONY CROOK, A.C. distributors, new and used models in stock, our specially equipped works are situated within a few minutes of the A.C. car factory.—Sales—High St., Esher, Tel. 4590. Service—Hersham, near Walton-on-Thames (Tel. Walton 687). [C1063]

F. FLETCHER & Co., Ltd., offer:—

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SHOWROOMS—69, Beckenham Rd., Beckenham, Kent, Beckenham 7744. [1735]

CHIPSTEAD MOTORS, Ltd., offer:—

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A.C. Bristol Ace sports 2-seater, 1957, low mileage, latest hood, unmarked, £1,245; also 1955 A.C. Aceca, metal-sheen blue, £1,245; terms and exchanges.

A.C. cars urgently wanted.—K. N. Rudd, Ltd., 41, High St., Worthing 7773-4. Demonstrations of any model A.C. at your own address by appointment. Tuning, maintenance and spares. Road test reports and brochures by return. [1735]

GATEHOUSE offer choice of four A.C.s including Buckland tourer, all in excellent condition; from £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6, Mountview 4444. [C2021]

1949 and 1955 (July) A.C. 2-litre saloons, one in silver and one black, both these cars are far above average and must be seen to be truly appreciated; from £420.

ALDSTONE ENGINEERING Co., Smeethurst St., Pendleton, Manchester, 6, Pendleton 3457. [C3000]

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CAMDEN MOTORS, Leighton Buzzard 2041, Open until 8 p.m.; terms, exchanges. [C1035]

A.C. PETITE

1957 A.C. Petite de luxe, many extras, one owner, 5,000 miles only; £299.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent, Tel. Ravensbourne 2634-5. [C1129]

A.C. Cars Wanted

ACECA, Bristol or A.C. engine.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11, Park 3445/6.

ROWLAND SMITH'S the A.C. buyers; highest cash prices.—Hamstead High St., N.W.3, Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good A.C.—H. F. Edwards, 154, Great Titchfield St., London, W.1, Langham 0012. [W2003]

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London, N.6, Mountview 4444. [W2021]

A.C. Spares and Service

For good used A.C. saloons and Bucklands, specialise in repairs and spares, contact—Fletcher & Co., 52, Beckenham Rd., Beckenham, Kent, Beckenham 7744. [0596/R]

ALFA-ROMEO

series Alfa-Romeo Spyder de luxe Veloce complete with Italian hard top, cost new £3,000, nominal mileage, many extras.

1958 series Alfa-Romeo 1300, Spyder Veloce, Farina body, fitted Italian hard top, nominal mileage; £2,875.

1957 Alfa-Romeo 1300 Giulietta Sprint, nominal mileage, fully guaranteed; £2,225.

COUNTY CARS, Ltd., Sole Northern Distributors for Alfa-Romeo Sales and Service, 30, Oldham Rd., New Cross, Manchester, 4, Tel. Central 9257. [C1152]

SALES & WANTS

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ALFA-ROMEO

1956 1900 Super saloon, one owner, 20,000 miles; £1,695.—Dorking Motor Co., Ltd., Dorking [C1068]

ALFA-ROMEO Giulietta Sprint fixed head sports coupe, 1956 model, fitted H.M.V. radio with front and rear speakers, heater screen washers, radiator blind, etc., colour red, taxed for 1956; in superb condition throughout; an opportunity to own one of the finest small cars in the world; new price, with extras, approximately £2,500; offered at £1,725.—R. H. Collier & Co., Ltd., 42, Easy Row, Birmingham, 1, Midland 2517. [1737]

Alfa-Romeo Cars Wanted

J. H. BARTLETT require Alfa-Romeo Giulietta.—27, Pembridge Villas, W.11. [W1013]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [10124/R]

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GE (late) Allard 611 4-seater tourer; very good all-weather equipment; a nice original example; tuning guarantee; 1956s.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire, Harpenden 115. [C3000]

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1956 Allard P2 Cadillac hydromatic, special body, luxury saloon, superb condition and unique; £2,000.

ALLARD P1 saloon, immaculate condition throughout; £325.

1949 drop head coupe; £265.

ALLARDS MOTORS, Ltd., 3, Kewick Rd., S.W.15, Vandyke 1835. [0912/R]

ALLARD "L" type tourer, spotless cellulose, well shod, heater, magnificent performance; £255, H.P. available.—Pikington, The Vicarage, Womersley, Doncaster, Tel. Wentbridge 275. [1585]

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1950 P1 saloon, reconditioned engine, clutch, gear box recently, heater, other extras, excellent throughout; £265; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1, Belgravia 3711. [C3045]

1948 Allard Special sports 2-seater, K4 model, absolute specimen; over £100 worth of extras fitted, unblemished coachwork with terrific performance; £365.—R. L. H. Motors, Ltd., 601-609, Kings Rd., S.W.6, Renewal 4492. [C3125]

Allard Cars Wanted

ROWLAND SMITH'S, the Allard buyers; highest cash prices.—Hamstead High St., N.W.3, Ham. 6041. [W4018/R]

RICHARDS & CARR, Ltd., still the best Allard buyers.—35, Kinnerton St., S.W.1, Belgravia 3711. [W2045]

GOOD Allard required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 115. [W2000]

ALLARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—3, Kewick Rd., S.W.15, Vandyke 1835. [10148/R]

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103, New Bond St., London, W.1, Mayfair 8351. [C1089]

SWANMORE GARAGE, Ltd., offer:—

1949 Alvis TA14 drop head coupe, excellent history, black with red leather, numerous extras; £465.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4022]

1948 Alvis 14 drophead coupe (5 seats), a real bargain; £355.—Smith & Hunter, 376, Kensington High St., W.14, Western 2812. [C4074]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

GE 1950 (July) Alvis TA 14hp 4-door 4/5-seater de luxe coachbuilt sliding roof saloon; immaculate two-tone shell grey/black; glittering chromium, finest burgundy leather, matching accessories, beautifully polished woodwork; radio, tonehorns, Marchal Fantastique fog/pass lights, badge bar, sunvisors, concealed ashtrays, etc.; excellent tyres/battery; superb specimen; written guarantee; 460gns; hire-purchase, exchanges—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire. Harpenden 118. [C2000]

GATEHOUSE offer:—

1950 Alvis 14 2-seater sports, immaculate, red; £475

1948 Alvis TA 14 saloons, choice of 2; from £450.

1948 Alvis 14 drop head coupe, choice of 2; from £450

1951 3-litre 1952 conversion saloon; £695.

1938 Alvis 4.3 Chariworth saloon, immaculate, tyres good, heater, car requires seeing, finest specimen in London; £295—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

DIXON'S GARAGES (PUTNEY), Ltd.

1949 Alvis TA 14 sports saloon, really excellent condition throughout, fitted heater; £465; 154, West Hill, S.W.7, Putney 0396. [C1073]

A. FREEMAN, Ltd., Manchester, 19, offer:—

1953 Alvis TC saloon, 2-tone black/blue, radio, one owner; £775.

GROSVENOR GARAGE, Levenshulme, Rusholme 2874

1939 Alvis 12/70 saloon, good condition; £195—Orpington 25717. [1167]

1939 Alvis 12/70 saloon, mechanically excellent, body good; £220 o.n.o.—Bennison, 34, Harlow Moor Drive, Harrogate. [1671]

1939 Alvis Speed 25 drop head coupe, new engine by manufacturers, fitted 1953 £295—Automo. Ltd., 229, West End Lane, N.W.6. Hampstead 3430. [C1150]

1952 (August) Alvis 3-litre saloon, in far better than average condition, radio, heater, taxed year, £495—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2083]

1952 (September) Alvis 3-litre saloon, exceptional condition, guaranteed; £525, terms, exchanges—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]

115 gns!!!—1939 Alvis Silvercrest de luxe saloon, magnificent chassis, try it, you will buy it; easy hire purchase—Besscars, 374-6, High Rd., Finchley, N.2. Highgate 9808. [C2126]

395 gns.—Alvis 14 1949 drop head coupe, leather, excellent condition choice of 4; terms, exchanges; list, open 9-7 week-days and Saturdays—Rowland St. 1th, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1952 model Alvis (November, 1951) 3-litre drop head, metallic green, trim carb., heater, washers, fog and pencil-beam lamps, loose covers, genuine 33,000, tubeless tyres, whole car beautiful condition; £695—Easton, 39, Charlton Ave., Walton-on-Thames, Surrey, Walton 1156. [1473]

ALVIS Crested Eagle 1940 model, with Mayfair beautifully finished coachbuilt body; this car has had 2 owners since new, total mileage 25,000; recently recoloured, rechromed and serviced at Alvis works, fitted with new tyres; a golden opportunity to acquire a fine example of pre-war craftsmanship—Further particulars and offers to Blackadder Motor Co., Falkirk. Tel. Falkirk 235. [1682]

ALVIS CARS WANTED
Grey Lady, also 3-litre Roadster—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445-6.

DOCTOR requires TC 21/100 saloon, late 1955 or '56. —Alexander, Springfield, Leigh Woods, Bristol. [1315]

ROWLAND SMITH'S, the Alvis buyers: highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Alvis. —H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005]

GATEHOUSE MOTORS pay cash for good used Alvis cars—Highgate Village, London, N.6. Mountview 4444. [W2021]

Service and Spares for Alvis cars
J. JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0094/R]

MANCHESTER—Alvis repairers and spares, main agents—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 3. Rus. 2874-5 [0653/R]

ALVIS-HEALEY
model sports 2/4-seater, black, crimson leather, 32,000 miles, 3-litre Grey Lady Spec. radio, heater, Marchal spot lamps, seat covers; a lovely car maintained regardless of cost; £750—Tat. 9201, Ewell 5539, evenings. [1478]

AMERICAN CARS

A NEW Ford Fairlane 500, r.h.d., Fordomatic drive; also 1957 new Ford Skyline, retractable hardtop; immediate delivery.

1956 Ford Fairlane, small mileage, r.h.d.

1954 9-seater Country sedan, Fordomatic drive, radio, heater

1955 Hudson station wagon

JOE THOMPSON (MOTORS), Ltd., who also offer a selection of late model cars in excellent condition at competitive prices as detailed under classified headings; to be seen in our showrooms: wanted, American cars, good prices paid—91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4858-9. [C4028]

AMERICAN CARS

L E X NEW, unregistered Oldsmobile at greatly reduced prices.

1957 Oldsmobile Super 88 convertible coupe, Alkam trim, black power-operated hood, Hydramatic transmission, power steering and power brakes, heater, defroster, super de luxe radio and many other extras.

1957 Oldsmobile Super 88 4-door holiday sedan, 2-tone blue with 2-tone blue de luxe interior trim, Hydramatic transmission, power steering and power brakes, super de luxe heater, defroster, radio, electric window lifts, 6-way electric seat adjuster, and many other extras.

L E X, sole distributors in U.K. for Oldsmobile.

GUARANTEED used cars:—

1956 Oldsmobile Super 88 convertible, red and grey, red upholstery, power-operated hood, power steering, power brakes, electric seat adjuster, de luxe radio, heater, and many other extras.

1955 Studebaker Commander 4-door sedan, 2-tone blue.

1955 Oldsmobile Super 88 4-door sedan, grey, Hydramatic transmission, power steering and power brakes, de luxe radio, heater, defroster.

1955 Pontiac Chieftain 4-door sedan, duo-green, right-hand drive, with radio and heater.

1956 Buick Special, black and white, automatic transmission, radio and heater.

1956 Ford V.8 Fairlane Sunliner convertible, black with red and white leather upholstery and white power-operated hood, power steering and power brakes, radio and heater, and many other extras.

1957 Ford V.8 Thunderbird special sports hardtop, red and white with red and white upholstery, Fordomatic transmission, power brakes, heater, defroster, self-seeking radio, and many other extras.

L E X, sole distributors in the U.K. for Oldsmobile.

L E X GARAGES, Ltd., Forty Ave., Wembley, Middx. Arnold 3970. [1558]

T. SULLIVAN offers:—

1957 Chrysler Crown Imperial saloon.

1956 Cadillac convertible, automatic drive.

1954 Ford Sunliner convertible, automatic, red.

1953 Chevrolet convertible, automatic drive.

1952 4-door Packard, right hand drive, automatic.

1951 Cadillac Coupe-de-Ville.

T. SULLIVAN, 113, Gunnersbury Ave., Ealing, W.5. Acorn 7680; also Euston 8581-2-3; Hounslow 6869. [C4113]

SIMPSON'S MOTORS (WEMBLEY), Ltd., offer:—

1958 Ford Fairlane 500, new, unregistered, immediate delivery, with Ford-o-matic transmission, right-hand steering, radio and heater, choice of colours.

1957 Pontiac 4-door Catalina hard top, new, unregistered, dual range Hydramatic transmission, power brakes and steering, electric windows and seat, tinted glass, continental spare wheel kit, etc.; electric windows, electrical serial, de luxe upholstery, white side-wall tyres.

1957 Pontiac Star Chief convertible, unregistered, blue and white with radio and heater, dual range Hydramatic transmission, power brakes and steering, electric windows and seat, tinted glass, continental spare wheel kit, etc.; electric windows, electrical serial, de luxe upholstery, white side-wall tyres.

1957 Lincoln Premier convertible, new, unregistered, every power-assisted extra.

1957 Pontiac Laurentian convertible, unregistered, with automatic transmission, power brakes and steering, electric windows and seat, radio and heater; list price.

1954 Ford Crestline Victoria 2-door hard top, r. & h., colour blue with white top, seat covers, very good condition.

1952 Mercury Monterey 4-door saloon, colour blue and white, Merc-o-matic transmission, r. & h., all extras.

1950 Oldsmobile, right-hand-drive 4-door saloon, all extras.

1949 Cadillac 75 limousine, 7 passenger with face forward occasional seats, electric division and windows, r. & h., colour black, 34,000 miles, one distinguished owner only.

L I N C O L N Continental Mark II, all power equipment.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 315, High Rd., Wembley, Tel. 3903/9691. [C4015]

£555!!! Magnificent Mercury 2-door 6-seater sedan, 1953, superbly modern, recent overhaul, looks worth over £1,000.

£1199!!! Hudson Hornet, superb show model 1954, immaculate and virtually as new, only 2 owners, both known to us, probably the smallest mileage American car available, right hand drive, looks north £2,000, cannot fire another like it.

L A M B S OF WOOD GREEN (established 1897), 100 cars, 3 months written guarantee, exchanges, hire purchase—421-425, High Rd., Finchley. Finchley 6222. [C2032]

1957 Mercury Montclair Phaeton sedan, Mercury-matic drive, with key board control, power brakes and steering, power windows, power lubrication, plus every conceivable extra, negligible mileage, owner of this car has gone abroad and we are negotiating sale, terms and exchanges can be arranged, view by appointment—Tel. Byron 5841 or Waxlow 5028.

1957 Fairlane 500, finished delightfully duo-tone grey with gold flash automatic transmission, self-seeking radio and heater, low mileage; terms, exchanges can be arranged—Tel. Byron 6188 or Waxlow 5028.

1950 Buick Super, Dynaflo control convertible, finished in black with red interior, radio and heater, all electric controls, £150; overhaul recently completed; in most immaculate condition throughout; terms and exchanges can be arranged—Tel. Byron 5841 or Waxlow 5028. [C3109]

AMERICAN CARS

A L E X C O W L E Y (A U T O M O B I L E S), Ltd.

A LWAYS have a large and varied selection of '58

to 56 models in stock, including Cadillac, Buick, Chevrolet, Oldsmobile, Studebaker, Dodge, convertibles, sedans, ranch wagons.

A L E X C O W L E Y (A U T O M O B I L E S), Ltd., 15, Warren St., London, W.1. Euston 2565/1143/8563. [C1111]

C A M D E N MOTORS for post-war American cars, see selection below:—

P L Y M O U T H right-hand drive 4-door saloon 1950 series P20 de luxe, fitted all extras.

B U I C K right-hand drive super 8 saloon 1952, indisputably from new, black, fawn trim.

B U I C K ranch wagon super 8 series November 1950, ash and mahogany body, small mileage, all extras.

P O N T I A C right-hand drive super Streak saloon 1949, 2-tone blue, magnificent car.

C H E V R O L E T Fleetline saloon, right-hand drive June 1955, one owner, unmarked.

400 priced catalogue, write for fully descriptive

C A M D E N MOTORS, Leighton Buzzard 2041. Open until 8 p.m.; terms, exchanges. [C1035]

A Z MOTORS offer 1951 Customs 4-door, magnificent condition, leopard-skin covers, bargain; £455!

Also 1948 Ford Power-top convertible, £275! 1948 saloon, £235!—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

American Cars Wanted

L E X—Sole distributors in the U.K. for Oldsmobile

require good used American cars of all makes.

L E X GARAGES, Ltd., Forty Ave., Wembley, Middx. Arnold 3970. [10402/R]

A L E X C O W L E Y (A U T O M O B I L E S), Ltd., 15, Warren St., W.1. Euston 2565/1143; and at 18-20, Whitfield Place, W.1. Euston 8563. [W1111]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all American cars—345, High Rd., Wembley. Wembley 3903, 8691. [W4015]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.) London, W.C.2. Temple Bar 3588. [W1027]

ARMSTRONG SIDDELEY

P A S S & J O Y C E, the Armstrong Siddeley people, offer

miscellaneous selection of used Armstrong Siddeley

Sapphires.

A L L these cars have been carefully inspected by our

specialist mechanics and are covered by our 4

months' guarantee.

1954 Armstrong Sapphire saloon, preselector, black interior, £765.

1954 Armstrong Sapphire saloon, synchromesh, one owner, dark green with green interior; £765.

1955 Armstrong Sapphire saloon, automatic, one owner, blue with blue interior; £965.

1956 Armstrong Sapphire saloon, synchromesh, one owner, black with brown interior; £975.

P A S S & J O Y C E, 184, Great Portland St., W.1. Please ask for Mr. Draper. Tel. Museum 1001. [C3039]

G U Y S A L M O N AUTOMOBILES.

A R M S T R O N G SIDDELEY specialists for new or used

Armstrong Siddeley sales and service—Forthmouth

Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

W M

W E L B E C K MOTORS, official retailers for the Arm-

strong Siddeley Motor Co., offer:—

1956 Sapphire 236 plain synchromesh gearbox,

mileage 17,000, dark green with green interior, £925; another similar car in black, mileage

only 6,000 with manual, overdrive and radio at

£995; both these cars are as new.

W E L B E C K MOTORS, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049]

L E X

1956 Sapphire 236, green and cream with manu-

matic transmission and overdrive, 6,000

miles

1955 Sapphire 346 automatic, 2-tone grey, fitted

radio.

1955 Sapphire 346 automatic, 2-tone grey with green

interior, fitted Motorola radio.

1954 Sapphire 346, grey with red upholstery, syn-

chromatic gearbox.

L E X GARAGES, Ltd., The Dome, Great West "L" Brentford, Middlesex. Ealing 2271. [1570]

H C PAUL, Ltd.

1956 Armstrong Siddeley 234 black and red

overdrive, heater, spare unused; £965—32,

Bruton Place, Berkeley Square, W.1. Mayfair 0821-2.

[C3040]

S P U R GARAGE offers:—

1953 Sapphire, preselector, black, fitted heater,

radio, loose covers, etc.; this car was subject

of the Autocar used car report No. 108, reprints

are available from us on request, remarkable con-

dition; £635.

S P U R GARAGE, Ltd., Bushey Rd., Raynes Park, S.W.20. Lib. 4852. [C4109]

T O M GARNER, Ltd., offer:—

1955 Armstrong Siddeley Sapphire 346 saloon, pre-

selector, grey; £965.

T O M GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

H. BEART & Co., Ltd., offer:—

1955 Armstrong Siddeley Sapphire saloon, finished

in green with green upholstery, fitted radio,

heater, synchromesh gear box; £895—102, London

Rd. and High St., Kingston-on-Thames. Kingston 3548. [C1681]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

CENTRAL GARAGE (CROYDON), Ltd.
1956 Armstrong Siddeley 254 saloon, black, fitted with overdrive and radio, showroom condition; £950.—Central Garage (Croydon), Ltd., Feil Rd., Croydon 7464. [C1098]

SKELLYS OF MOTHERWELL, Ltd., offer:—
1955 Sapphire saloon, one owner, genuine 16,000 miles only, 47-ton green (synchronism gear box), genuinely just like new; bargain at £795; any inspection welcome; exchanges, etc.
SKELLYS OF MOTHERWELL, Ltd., Tel. Motherwell 1560. [C1906]

DENHAM'S GARAGE (Essex) Ltd., offer:—
ARMSTRONG Sapphire saloon, fully automatic drive, (1955), duo-colour, fitted twin speaker, one careful owner, superb condition throughout; £895.
DENHAM'S GARAGE (ESSEX), Ltd., Tel. 2021 Essex, Surrey. [C1100]

1948 Armstrong Siddeley Lancaster; £295.
1949 Armstrong Lancaster saloon; £355.

MONTROE MOTORS (N. H. Roswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088]

1954 Armstrong Sapphire, r. & h., excellent order; £675.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harnsey, N.8. Mountview 5228. [C4111]

CHARLES FOLLETT, Ltd., officially appointed Armstrong Siddeley retailers offer:—
1955 Armstrong Siddeley automatic gearbox saloon, (twin carburetors, green, green leather, radio, 6 months' guarantee; tremendous value at £1,025.

1954 (Oct.) Armstrong Siddeley, synchronism gearbox, dark green, green upholstery, one owner, heater, radio, 6 months' guarantee; £795.
1953 (Nov.) Armstrong Siddeley preselector saloon, black, one owner, heater; £695.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.
SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1949 Armstrong Hurricane drophead, excellent condition; bargain, £275.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

ARMSTRONG Hurricane 1947; £175 or near offer.—Tel. Braintree 358. [C1885]

BOGNOT STATION GARAGE—1953 Armstrong Siddeley Sapphire, preselector, radio, heater, etc.; £645.—20, Longford Rd., Bognot 2102. [C1160]

AZ MOTORS offer 1950 Lancaster 4-door saloon, especially well maintained, above average; £375.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1954 Sapphires, synchronism and preselector gear box, fitted radio and seat covers, immaculate; £685.
K. J. MOTORS, Ltd., Bromley, Ravensbourne 3456. [C1828]

CASS'S MOTOR MART—1954 Armstrong Sapphire, black, synchronism, radio and heater; £685; written guarantee.—5, Warren St., W.1. Euston 1110. [C1040]

1954 Sapphire saloon, synchronism gears, one owner, excellent order, guaranteed; £645.—Clayton's Cars (Sales), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

1956 Armstrong Siddeley Sapphire 256 manual, radio, heater, screen washers, etc.; spotless condition; £960.—Swain & Jones, Ltd., Farnham 6201. [C4105]

1955 Sapphire saloon automatic, black and grey, excellent order, guaranteed; £945.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

GROSE (KETTERING), Ltd., 1953 Sapphire 346, Preselector, grey with red upholstery, radio, one owner, spotless; £675.—1, Station Road, Kettering, Tel. 2661. [C1587]

1954 Armstrong Siddeley Sapphire saloon, dual grey with red upholstery, H.M.V. radio, new engine 750 miles aeo, one owner, £695.—Newbury Motors, Ltd., Halesowen, Worcs. Halesowen 1641. [C1876]

1951 (August) Armstrong Lancaster 4-door de luxe saloon, outstanding condition; £385; exchanges, terms.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [C1024]

SAPPHIRE 346 (Sept. 1954) saloon, duo grey/red leather; synchronism, heater, radio, screen washers, etc.; chauffeur maintained; £700 exchanges.—Imperial Motors, Exmouth 3045. [C2134]

265 gns!!!—1947 Armstrong Siddeley convertible, economical, modern 5-seater motor car, late owner maintained this perfectly; choice 2; easy hire purchase.—Boscars, 574-6, High Rd., Finchley, N.2. Highgate 9808. [C2126]

1954 Armstrong Siddeley Sapphire saloon, one owner, and in immaculate condition throughout, colour black/blue with red leather upholstery, preselector gear box, radio and heater; £675.—Peelers Motors, Ltd., Bath Rd., Slough 25121. [C5127]

295 gns—Armstrong Siddeley, September 1948, Lancaster de luxe saloon, blue, sliding head, synchronism, heater, carefully used; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1955 (June) Armstrong Siddeley Sapphire, automatic transmission, duo green with beige leather, radio, heater, 24,000 miles only, one very careful owner; £675.—J. C. Enstone 509, Howards House, Dolphin Sq., London, S.W.1. Tate Gallery 1975. [C1791]

ARMSTRONG Siddeley Cars Wanted
ROWLAND SMITH'S, the Armstrong Siddeley buyers at highest cash prices.—Hampstead High St., N.W.3 Ham. 6041. [C4018/B]

ARMSTRONG Siddeley Cars Wanted
ARMSTRONG 7-seater limousine required; cash payment.—81, Alresford Rd., Winchester. [W4097]

ALPE & SAUNDERS Ltd. require Sapphire 346 or 18hp Limousines in above average condition.
A & S Ltd., Providence Court, North Audley Street, (Near Selfridges), Mayfair 2841. [W1006]

PRIVATE buyer requires 346 Sapphire, automatic power steering; 1957 or low mileage 1956.—Box 4199. [C1756]

ALMOST new Armstrongs required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8855. [W3016]

XXX Excellent cash price offered for good Armstrong Siddeley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

Armstrong Siddeley Spares and Service
ARCOT.
KENSINGTON 7501, 7521.

ARMSTRONG SIDDELEY specialists: every kind of overhaul or repair, 48-hour exchange engine, gear box supply fitting, or reconditioning own units, etc. all models, ranges pre-war, post-war, work guaranteed; trade, retail.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. [0844 R]

FULL repair and overhaul service for Armstrong cars.
A Garage (Incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5. Fre. 8181. [0096 R]

ASTON MARTIN
BROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. & E. England.
1955 3-litre saloon, duo grey/black.
1955 3-litre saloon, red.
1955 3-litre saloon, green.
1954 drop head coupe.

NEW Mark III saloon and drop head coupe for early delivery.
103, New Bond St., London, W.1. Mayfair 8351. [C1029]

WORKING MOTORS, Mercedes distributors.
ASTON MARTIN DB38, 1956; this car is quite unmarked and can be described as in new condition, never raced and used only as a rich man's toy, 4,000 miles without any accident, cost new £3,684, offered at the special price of £1,950.—Maybury Hill, Woking 4277. [C4057]

A. FREEMAN, Ltd., Manchester, 19, offer:—
1953 Aston Martin DB2 d/b coupe, Vantage engine, radio, extras, immaculate.
GROSVENOR GARAGE, Levenshulme, Rusholme 2674. [C2111]

CHIPSTEAD MOTORS, Ltd., Aston Martin specialists, offer:—
DB2-4 3-litre 1954-55, one careful owner, ret. corded mileage 22,000 only, most attractive coachwork in black and silver with red waistline and red leather, Alfin brakes, dual pass lamps, heater, screen washers, radiator blind, etc., showroom condition.
DB2-4 (April 1954) Vantage engine, Alfin brakes, radio, heater, screen washers, dual pass lamps, etc., finished in light blue and black with red leather, extremely well maintained specimen.
DROP head DB2 Vantage engine, Alfin brakes, radio, heater, pass lamps, etc., fitted new hood and reconditioned in blue.
DROP head 3-litre 1954-55 unblemished in Royal blue, complete with radio, heater, pass lamps, chrome rack, Alfin brakes, maintained regardless.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]

£1199!!!—1953 series Aston Martin DB2 sports saloon, immaculate 2-tone bodywork, speedometer records 50,000 miles, whole condition of vehicle much above average.
LAMBS OF WOOD GREEN (established 1897), 100 cars, 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

1954 DB2-4, low mileage, Mich. X tyres, Alfin drums, outstanding condition throughout; £1,495.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

DB2—1953, 32,000 miles only, grey, as new, Vantage engine, radio, heater, spots etc. chauffeur maintained; £1,600, accept saloon as part payment, no agents.—Birmingham South 3288. [C1608]

DB2—1952 Show model, polychromatic Pine Green, scarlet wheels and leather, Ekco Handspring radio, sports horns and innumerable extras, careful professional owner last three years, superb condition, semi-Vantage breathing, hypothetical mileage 40,000; £1,250, full particulars from.—Knight, 12, Poole Hill, Bournemouth, Tel. 7141. [C1604]

ARMSTRONG Siddeley Cars Wanted
J. H. BARTLETT urgently require Aston Martin DB2 and DB2-4.—27, Pembroke Villas, W.11. [W1013]

DB2 or DB2-4 drophead.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445-6. [W1046]

ROWLAND SMITH'S, the Aston Martin buyers; at highest cash prices.—Hampstead High St., N.W.3 Ham. 6041. [W4018 R]

GOOD Aston Martin required immediately.—O. Edwards, Amenbury Lane, Harpenden, Herts. 118. [W2000]

AUSTIN A30
CAR MART, Ltd.
SOLE London Austin Distributors.

'55-6 Austin A30 2-door saloons; a selection from £445, with 6 months' guarantee; private parking facilities available.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1038]

H. C. PAUL, Ltd.
1955 (November) Austin A30 2-door de luxe saloon, heater, one owner; £425.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-3. [C3040]

PERRY'S OF BOWES ROAD offer:—
1956 Austin A30 2-door saloon, blue, absolutely immaculate; £475.
W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

WARWICK WRIGHT, Ltd., offer:—
1956 Austin A30 2-door saloon, black, red upholstery, 9,000 miles; £495.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

NAYLOR & ROOT, Ltd. (Established 1920).
'54 Austin A30, grey/red interior, heater, seat covers, superb condition throughout; £395.
CLAPHAM JUNCTION, S.W.11, Battersea 2282 [C3022]

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1956 Austin A30 saloon, heater, 15,000 miles, one owner, spare unused; £445.
RIFCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [C3053]

1955 (May) Austin A30 4-door saloon, black, low mileage, immaculate condition; £450.
EXPRESS MOTOR & BODYWORKS, Ltd., 150, Goswell Rd., London, E.C.1. Tel. Clerkenwell 4428. [C2117]

1956 Austin A30 2-door saloon, grey, one owner, heater, excellent condition; £460.
GARAGE SERVICE Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C3019]

1956 A30 4-door saloon, superb condition; £475.—Robbins, East Putney, Tel. 7851. [C3010]

1954 A30 4-door saloon, heater, grey; £415.—Hillingdon Motors, Western Ave., Tel. Uxbridge 5888. [C3010]

1956 A30, heater, very low mileage; £499.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

1953 A30 4 door de luxe saloon, one owner; £385. Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. [C1142]

1955 Austin A30 2-door saloon, one owner, low mileage, excellent; £435.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]

445 gns.—Austin A30 1956 de luxe saloon, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, Below.

375 gns.—Austin A30 October 1953 4-door saloon, upholstery, heater, one owner, excellent condition, choice of 4 terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3018]

1954 Austin A30 4-door saloon, heater, many extras, low mileage, immaculate; £435.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C3036]

£435 or by instalments; 1956 A30 saloon, one owner, heater, 20,100 miles; 4 months' written guarantee.—880, Christchurch Rd., Bournemouth, Southbourne 45261. [C1873]

1955 Austin A30s, choice of 6 from £425; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx., Tel. 2960. [C2035]

1953 A30 4-door saloon, low mileage, heater, extras, condition as new; £395; choice of 4.—Alley & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7345. [C1527]

1955 Austin A30, 4-door saloon, blue, beige interior, conditioned engine, heater, screen washers, town and country tyres, £475 or terms.—Hillwood Motors Hill Hill (London) 4232. [C2100]

Austin A30 Cars Wanted
ROWLAND SMITH'S, the A30 buyers; highest cash prices.—Hampstead High St., N.W.3 Ham. 6041. [W4018 R]

XXX Excellent cash price offered for good Austin A30.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey, Epsom 5611. [W2001]

DENHAM'S.
AUSTIN.
ALWAYS a selection of new and good used cars available.
DENHAM'S GARAGE (ESSEX), Ltd., Tel. 2021 Essex, Surrey. [C1100]

ERIC WILLIAMS, Ltd., offer:—
1957 Austin A35 Countryman, green with green upholstery, fitted heater, 2,800 miles only; £575.—Pierpoint St., Worcester. Tel. 5796. [C1658]

H. A. SAUNDERS, Ltd., offer:—
1957 Austin A35 van, green, recorded mileage 10,611; £365.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (to lines). [C4009]

1957 Austin A35, heater, as new; £515.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1958 Austin A35, palm green, as new.—Brew Brothers, Ltd., 133, Old Brompton Rd. S.W.7. Frenantle 3338. [C1048]

1957 Austin A35 saloon, heater, fog and spot lamps, one owner, sports throughout; £325.—K. T. Pink, Ltd., Statton Rd., Harrow. [C3129]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- AUSTIN A35**
J. DAVY, Ltd., Austin Agents.
1957 Austin A35 2-door, one owner, superb condition, comprehensive guarantee; £499.
180—184, Kensington High St., W.8, Wes. 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]
- 1957** Austin A35 2-door saloon, blue, wing mirrors, 14,000 miles, almost like new, taxed; £495.
—348, King St., Hammersmith, W.6. Riv. 2837.
[C3130]
- A35** 1957 (July) de luxe, heater, extras, indistinguishable new, £530, exchange considered.—37, Parkside Drive, Edgware. Sto. 7075.
[1894]
- 1957** (Jan.) A35 saloon, 9,000 miles; £495.—Jarvis A. & B.M. warranty.—Jarvis & Sons, Ltd., of Wimbledon. Liberty 8221. Wimbledon 2536.
[C2086]
- 1958** (delivered Dec. 1957) A35 4-door de luxe, palm green, heater and other extras, 1,400 miles only; £600.—Buntings Motor Exchange, Harrow. Tel. 6225/6.
[1894]
- 1957** (July) A35 2-door, tweed grey, immaculate, 3,300 miles, heater etc.; £535; also 1956 (Nov.) 4-door black, £495.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036]
- AUSTIN TEN**
H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]
- 1947** de luxe saloon, sliding roof, one owner, exceptional; £295.—Bridge Motors, Leatherhead 2564. [C1136]
- 265** ens!—1947 Austin 10 de luxe saloon, immaculate and best value offered; easy hire purchase.—Besscars, 374-6, High Rd., Finchley, N.2. Highgate 9908. [C1126]
- AUSTIN A40**
CAR MART, Ltd.
SOLE London Austin Distributors.
52-3-4 Austin A40 Somerset saloons: a selection from £445, with 6 months' guarantee.
CAR MART, Ltd., Upper Montague St., W.1. Ambassador 1837. [C1039]
- H. A. SAUNDERS, Ltd., offer:—
1955 Austin A40 de luxe saloon, black, red upholstery, heater; £565.
1956 Austin A40 de luxe saloon, black, red upholstery, recorded mileage 24,872, heater; £595.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]
- BROCKHAM MOTOR CO., offer:—**
1956-7 A40 saloon, green immaculate, very low mileage, taxed, bargain; £620, also 1954 Somerset, pearl grey, equal to new; £465.
87, Middle St., Brockham Green, Betchworth, Surrey. Betchworth 2210. Daves Green 310. [C1155]
- CONNAUGHT ENGINEERING offer:—**
AUSTIN A40 Somerset, just fitted works engine, and although registered in 1952 looks only one year old; an exceptional car, fitted heater, etc., at the very reasonable price of £425.
CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Ripley 3122. [C1132]
- COLINDALE SERVICE STATION offer:—**
1956 Austin A40 Cambridge, heater, immaculate; £589.—155/159, Edgware Rd., N.W.9. Colindale 6122. [C1165]
- HENLYS offer with 4 months' guarantee**
1954 Austin A40 van, brown with brown interior; £355.
HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston station). Euston 1966. [1946]
- 1953** Austin A40 Somerset, heater; £435.
SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]
- 1954** Austin A40 drop head coupe, heater; £455.
MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088]
- 1954** Austin A40 Somerset, beige, heater, taxed year, excellent condition; £475.
KERRIDGE, Ltd., Alton 2224. [C3118]
- H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]
- 1953** Austin A40 saloon, one owner, good order; £435.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. [C1143]
- 1954** A40 Somerset, choice of two cars; £440, £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]
- £465**—1954 A40 Somerset saloon, grey, heater, superb condition throughout; terms.—Auto-snips, 5, Balham High Rd., Balham 1509. [C1009]
- £485**!!! 1954 Austin A40 de luxe saloon, only one careful owner, total mileage 28,000, spotless grey cellulose, definitely the finest available; choice 2 others blue and black.
£385!!! 1950 Austin A40 de luxe saloon, 8 owners since new, 34,000 miles, carefully used and rare example.
LAMBS OF WOOD GREEN (Established 1897), 100 cars, 5 months written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]
- 1955** Austin A40 Cambridge saloon, heater, one owner, guaranteed; £525; exchanges, terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]
- 1953** Austin A40 Somerset, heater, spotless coachwork and interior, excellent mechanical condition; £445.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6123. [C2068]
- AUSTIN A40**
1953 Austin A40 Somerset saloon de luxe model, with heater and leather upholstery, carefully used by one owner; £445.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]
- 1955** Austin A40 de luxe saloon, one-owner car, immaculate throughout; £545; hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]
- 1953** Austin A40 Countryman, grey, heater, one private owner, fine all-purpose vehicle in excellent condition, well maintained; £395 or terms.—Hillwood Motors Mill Hill (London) 4232. [C2108]
- 1956** (Oct.) 1955 Austin A40 Cambridge saloon, colour black, fitted with heater, wing mirrors, anti theft device etc. offered at £515.—Poland Street Garage, 51, Poland St., London, W.1. Ger. 9010. [C3138/1]
- 1952** (March) Austin A40 Devon saloon, colour green, beige interior, fitted heater, approx. 5,000 miles on reconditioned engine unit; £350.—Poland Street Garage, 51, Poland St., London, W.1. Ger. 9010. [C3138]
- 295** ens.—Austin A40 September 1948 saloon, sliding head, leather 'heater', excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead Tube), Hampstead 6241. [C4018]
- SLOCUMBS, Ltd.—A40 Somerset sunshine roof, heater, truly a most lowable owner car brought down from Scotland and well worth the effort; £475; exchanges cars or motor cycles; h.p. terms, existing accounts settled.—Wilkesden 4869/5934. [C4017]**
- Austin A40 Cars Wanted**
Excellent cash price offered for good Austin field St., London, W.1. Langham 0012. [W4018 R]
- ROWLAND SMITH'S, the A40 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]**
- AUSTIN A50**
CAR MART, Ltd.
SOLE London Austin Distributors.
55-6-7 Austin A50 Cambridge saloons: a selection from £600, with 6 months' guarantee.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039]
- J. DAVY, Ltd., Austin Agents.
1957 Austin A50 de luxe, late model with high compression engine, lowered suspension, etc., one owner, 8,000 miles, immaculate; £715.
180—184, Kensington High St., W.8, Wes. 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]
- 1955** Austin A50 saloon; £495.
SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]
- H. A. SAUNDERS, Ltd., offer:—
1956 Austin A50 de luxe saloon, Chelsea grey, red screen washer, high-compression engine, plastic roof lining, 15-inch wheels; £715.
1956 Austin A50 de luxe saloon, tweed grey, red upholstery, recorded mileage 19,891, heater; £625.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]
- HENLYS offer with 4 months guarantee.**
1956 Austin A50 saloon, one owner, heater, duo green with green interior; £645.
HENLYS, Ltd., Parkway, Regents Park, N.W.1; please ask for Mr. Gray. Tel. Gulliver 5721. [1851]
- 1955** Austin A50, grey; £550.—Ashford, Middx. 2094.
1955 A50, black, excellent condition; £550.—Hale Motors, Tot. 7771. [C2077]
- H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]
- 1956** Austin A50, black, immaculate condition, low mileage, radio and heater; £645.
JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 6666. [C1036]
- 1956** Austin A50 saloon, one owner, heater, 23,000 miles; £575.—Salmons Garages Ltd., Temple Bar 3338. [C4029]
- 1957** Model A50, manumatic, 7,000 miles, one owner; £715.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [1744]
- 1955** Austin A50 de luxe saloon, serviced regularly, one owner, excellent condition, colour blue; £575.—E. J. Mendel, Ltd., 297, Finchley Rd., N.W.3. Speedwell 9891. [C3101]
- 1955** (Oct.) A50 de luxe, unbelievable but true, guaranteed mileage 7,000, heater, wing mirrors, etc., unmarked, bargain; £625.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. [C1142]
- Austin A50 Cars Wanted**
ROWLAND SMITH'S, the A50 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]
- XXX** Excellent cash price offered for good Austin field St., London, W.1. Langham 0012. [W2003]
- AUSTIN A55**
CAR MART, Ltd.
SOLE London Austin Distributors.
£735—Austin A55 Cambridge saloon, heater, reg. March '57, 6 months' guarantee; private parking facilities available.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]
- 1957** Austin A55 saloon, Court grey, heater, 13,000 miles only; £765.—Ing's Garages, Maidenhead 2149. [C2119]
- AUSTIN A55**
H. A. SAUNDERS, Ltd., offer:—
1957 Austin A55 de luxe saloon, duo-colour: court grey, island blue, blue upholstery, electric screen washers, recorded mileage 4,147, heater; £815.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]
- AUSTIN A55 de luxe saloon, dual colour, many extras, 1957.**
STAR LANE GARAGE, Ltd., 70, Brighton Rd., Hooley, Coudon, Surrey. Tel. Dowlands 237. [1394]
- H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]
- 1957** A55 Cambridge saloon, 14,000 miles, guaranteed; £745.—Prynn & Stevens, Ltd., 57, Acre Lane, S.W.2. Bri. 1155. [10787/R]
- 1957** Austin A55 manumatic de luxe saloon, du-tone blue, grey, 5,000 miles only; £830.—Swain & Jones, Ltd., Farnham 6201. [C4105]
- 1957** Austin A55 saloon, heater, 13,000 miles; £765.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]
- 1957** (April) A55 de luxe saloon, palm green, small mileage, as new throughout, B.M.C. guaranteed; £750.—West London Motors, Ltd., 205, Fulham Palace Rd., W.6. Fulham 0066. [C4095]
- Austin A55 Cars Wanted**
ALMOST new A55 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W5016]
- AUSTIN SIXTEEN**
CAR MART, Ltd.
SOLE London Austin distributors.
£595—Austin 16hp hire car, reg. November '51, 6 months' guarantee.
CAR MART, Ltd., Upper Montague Street, W.1. Ambassador 1837. [C1039]
- 1948** Austin 16, specimen condition; £295.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]
- H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]
- HEARSES:** brochures available. We are building deck and bearers on the 16 chassis; inspection invited.
L.P.E. & SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, Kew Gardens, Richmond 1161.
- 1949** Austin 16, in first-class condition, very good body, perfect interior, mechanically sound; £280, h.p. possible.—Wimbledon 1420 after 7. [1841]
- 1946** Austin 16, two outstanding cars; £260 each.—W.14. Western 2312. [C4019]
- 1937** model Austin 16 7-passenger limousine, bargain, £60; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]
- 245** ens.—Austin 16 1947 saloon, sliding head, leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
- AUSTIN A70**
CAR MART, Ltd.
SOLE London Austin distributors.
£495—Austin A70 Hereford saloon, sliding head, heater, reg. October '54, 6 months' guarantee. Private parking facilities available.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]
- H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]
- HEARSES!** We build deck bodies on the A70 chassis. Brochure available.
L.P.E. & SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, Kew Gardens, Richmond 1161.
- £385**!!!—1951-2 Austin A70 Countryman, 1000 vehicle, fold-flat seats, excellent value; choice also 1953 model.
LAMBS OF WOOD GREEN (Established 1897), 100 cars, 5 months written guarantee; terms; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]
- £435**—1955 Austin A70 saloon, grey, heater, one owner, immaculate condition; terms.—Auto-snips, 5, Balham High Rd., Balham 1509. [C1009]
- 1954** A70 de luxe saloon, £475; 1953 ditto, £425; both cars in perfect condition throughout.—Kings Motors, 1, High St., Hounslow 3532 and 2559. [C2049]
- 1953** Austin A70 Hereford saloon, black, brown interior, heater, sunroof, one change of owner; £445 or terms.—Hillwood Motors Mill Hill (London) 4232. [C2108]
- 395** ens.—Austin A70, late 1953, Hereford saloon, black, leather, heater, carefully used; choice of 2 terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
- AUSTIN A90 & A90 (6-cylinder)**
H. A. SAUNDERS, Ltd., offer:—
1956 Austin A90 de luxe saloon, black, red upholstery, recorded mileage 22,694, heater; £665.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]
- H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]
- 1955** A90 Westminster saloon, heater, black, red upholstery; £565; terms.
McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-9. [C3035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A90 & A90 (6-cylinder)

CAR MART, Ltd.

SOLE London Austin distributors.

£635—Austin A90 Westminster de luxe saloon, heater, reg. October '55, 6 months' guarantee.
CAR MART, Ltd., Upper Montagu Street, W.1.
 Ambassadors 1837. [C1039]

1955 Austin A90 saloon, heater, black with green and beige interior; £645.
PASS & JOYCE, 184, Great Portland St., W.1.
 Please ask for Mr. Draper. Tel. Museum 1001. [C3039]

1950 Austin A90 convertible, radio, heater, in outstanding condition; £395.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

1955 Austin A90 Westminster, 21,000 miles, B.R.G. heater, excellent condition, screen washer, wing mirrors, etc.
J. RAWSON & SONS, Ltd., Tunbridge Wells 3494. [1014]

1955 A90, one owner, black, brown interior, heater, guaranteed; £595.—Campbell Symonds, Finsale 456. [C1037]

1956 A90 Westminster de luxe, beige, one owner, a really immaculate vehicle; £615.—Motorwell, Palmers Green 5314, 5502. [1905]

1956 Model Austin A90 saloon, one careful owner; £595.—Gavin Fairfax, Ltd., Virginia Water, Tel. Wentworth 346. [C2069]

1955 (Nov.) Westminster de luxe, fawn, one owner, many extras; £595.—Hillingdon Motors, Western Ave. Tel. Uxbridge 8588. [C2135]

1955 (October) Westminster de luxe, fawn, one owner, 21,000 miles; £595.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Sui. 4441. [C4067]

1956 Austin A90 Westminster saloon, black/brown, heater, one owner, exceptional; £650.—Salmons Garage Ltd., Temple Bar 359. [C4029]

1955 Austin A90 Westminster de luxe saloon, colour fawn with 2-tone leather upholstery, only one owner and kept in immaculate order; £575.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

1949 Austin A90 convertible, pale blue, new hood, radio and heater; £350; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1956 Austin A90 Westminster de luxe saloon, fitted with special twin carburettor conversion, radio, heater, spot and fog lights; this one-owner car in exceptional condition is for the enthusiast who requires that bit extra; £685.—Sutton Court Motor Co., 154, Sutton Court Rd., Chiswick, W.4. Chiswick 0911. [1642]

£499!!! Dear but worth it.—Austin A90 Atlantic convertible the only one like this available, sole owner maintained this vehicle like brand new, speedometer records 25,000, vehicle's condition confirms the most immaculate and unworn specimen available to-day, genuine mint condition; choice also 3 other A90s from £399.
LAMBS OF WOOD GREEN (Established 1897), 100 L cars, 3 months' written guarantee; exchanges; hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2052]

AUSTIN A95
WARWICK WRIGHT, Ltd., offer:—
1957 Austin A95 (overdrive) saloon, grey, red upholstery, 8,000 miles; £225.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunninghamham 6050. [C4045]

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1957 Austin A95 saloon de luxe; £995.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3594. [C1027]

1957 (June) A95 saloon de luxe, tweed grey/red flash, overdrive, radio, 11,000 miles, unscratched; £965.—Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 3151-6. [C437-R]

AUSTIN TWENTY
H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1938 Austin Mayfair 7-passenger landaulet, 14,000 miles, virtually as new, one owner; £425.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 4371 and 6199. [C3037]

AUSTIN A105
H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1957 Austin A105 saloon, overdrive, radio, numerous extras, 5,000 miles; £1,125.—British & Colonial Motors Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3598. [C1027]

1957 Austin A105, de luxe saloon with fully automatic gearbox, cream with cherry red and matching upholstery, many extras, including radio, seat covers, radiator blind etc., 6,000 miles only, as new; price £1,195, part exchange and Hire Purchase arranged.
R. BURTON & SONS, Ltd., Morris House, Church Trees, Grantham, Lincs. Tel. Grantham 138. [1593]

AUSTIN A125 & A135
H. A. SAUNDERS, Ltd., offer:—
1950 Austin Sheerline saloon, black, grey upholstery, recorded mileage 26,690, heater, radio, sun roof, £485.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

A&S LTD., A.125 and A.135 L.W.B. seven passenger cars. See under Limousines.
LPE & SAUNDERS LTD. (Limousines Purchased), A. Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

AUSTIN A125 & A135
HEARSES? We are building deck and bearers on the Princess and Sheerline chassis. Inspection invited.
LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

1951 (Sept.) Austin Princess, black, heater, wireless, etc.; very good condition; £495.
WALTON-ON-THAMES MOTOR CO., Ltd., Walton/Thames 200 2757. [1798]

AUSTIN Princess (February) 1956, black, chauffeur driven, immaculate condition; price £1,450. Tel. Maiden (Surrey) 3533. [7859]

1950 (Sept.) Austin Sheerline saloon, radio, heater, black, brown upholstery, recon. engine; price £365.
V.F.M. MOTORS, Ltd., Crowborough, Sx. Tel. 3368. [1800]

1949 Austin Princess, immaculate condition; £445, h.p. terms arranged.—E. Casey, Ltd., Willesden 4548. [C1134]

1951 Austin Sheerline, radio, metallic grey with matching interior; £445.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. [C4118]

£699!!!—1952 Austin Princess, but in such outstanding condition has been mistaken for 1956 model, worth £1,500, one owner, tiny mileage, undoubtedly the finest available.
LAMBS OF WOOD GREEN (Established 1897), 100 L cars, 3 months' written guarantee; exchanges; hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2052]

1955 Austin Princess saloon, 11,000 miles, power brakes, superb condition throughout; £1,395.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3598. [C1027]

1955 Austin Princess touring limousine, 9,000 miles only, green, fawn interior, heater, radio, many other extras; £1,395; written guarantee; terms, exchanges—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

AUSTIN A125 and A135 Cars Wanted
LPE & SAUNDERS LTD. require L.W.B. Limousines and Saloons in above average condition.
A&S LTD., Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [W1006]

ALMOST new A135 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8955. [W5016]

AUSTIN Sheerline or Princess 7-seater limousine required; cash payment.—81, Alresford Rd., Winchester. [W4067]

MAXIMUM prices paid for good condition long-wheelbase Princess and Sheerline limousines, also seven-passenger saloons.
JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Weibek 1124. [W1103]

AUSTIN HIRE CAR
H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

A&S LTD. 16hp Hircars and 13-seater Omnicoaches. See under Limousines.
LPE & SAUNDERS LTD. (Limousines Purchased), A. Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]

HIRECAR, 16hp July 1952, one private owner, moderate mileage; £575.
HIRECAR, 16hp April, 1952, small mileage; £565.

HIRECAR, February 1951, recently fitted Perkins P4 diesel engine at cost of over £250; one private owner; £645.
HIRECAR, 16hp 1950, engine just rebored and brakes relined; £395.
HIRECAR, 16hp late 1949, heaters, demisters, chrome hubcaps, engine and axle just overhauled; £395.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Weibek 1124. [C1103]

Austin Hire Car Wanted
STALWART taxi for rip-roaring continental holiday.—48, Woodland Rd., London, S.E.19. [1684]

LPE & SAUNDERS LTD. require 16hp Hircars in good condition.
A&S LTD., Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [W1006]

AUSTIN MISCELLANEOUS
H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004]

1948 Austin sun saloon, outstanding condition, guaranteed; £260; payments.—Vaughan, 17 Astwood Mews, S.W.7. Fro. 1319. [C4078]

Austin Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Austin buyers' highest cash prices.—Hampstead High St., N.W.8. Ham. 6041. [W4018 R]

MARSTON MOTOR CO. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0598/R]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austin.—Tel. Weybridge 2235. [0541 R]

Austin Spares and Service
FOR Austin.—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.
WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [0414 R]

NORMAND, Ltd.
FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0229]

AUSTIN spare parts.
STOCKS for all models, cars and trucks.
S. G. SMITH (MOTORS), Ltd., for Austin spares and service.—13-19, East Dulwich Rd., S.E.22. New Cross 4444. [0374 R]

Austin Spares and Service

THE CAR MART, Ltd.
LONDON distributors.—Spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 650); and 16, Uxbridge Rd., Ealing, W.9 (Ealing 6000); and 383, Streatham High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Catford, S.E.6 (Hither Green 6111). [0160/R]

AUSTIN genuine spares and specialist service in the West End.
S. MORRIS & COMPANY, Cleveland Garage, Cleveland St., Tel. Mus. 1932. [10500/R]

HAMMERSMITH, W.G.—Rogers Garages, Wellesley Ave., W.6. Riv. 2644. Engineers, sales and service. [0389/R]

TANNER BROS. (1918), Motorworks and Coachworks, appointed B.M.C. repairer, 871-5, Fulham Rd., S.W.6. Renown 4494-6. [0699/R]

KIRKWAY, Ltd., for all Austin spares and service, Tel. 116, Stafford Rd., Wallington, Surrey. [0398/R]

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units; try Northwood's first.—Newington Causeway, S.E.1. Hop. 2832, 2820. [0722/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Bedford, Feltham, Middlesex. Feltham 6644 (5 lines). [0398/R]

AUSTIN spares, all models, keenest prices; send for our 132-page illustrated catalogue, price 1/- post free.—Withams, 18, Balham Hill, London, S.W.12. Battersea 3580. [0464/R]

C. G. NORMAN (VICTORIA), Ltd., authorised Austin main spare parts stockist; service spare parts and replacement units.—30, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0371/R]

PRYNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service in B.M.C. exclusively.—57, Acre Lane, S.W.2. Bristol 1155. [0184/R]

AUSTIN-HEALEY
1954 (late) Austin-Healey 100, dual hard and soft top; one owner; nominal mileage; comparable new throughout; two-tone blue, ivory leather piped blue, allover tonneau, sliding perspex windows, multiple overdrives, wirewheels, heater, demisters, washers, win spots, etc., all of the finest in existence; written guarantee; 6589s; hire-purchase exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire, Harpenden 118. [C2000]

GEORGE HARTWELL.
AUSTIN-HEALEY 100, 1955 (July) 2-seater, ice blue, heater, radio, 21,000 miles only, beautifully maintained; £735.—35-41, Holdenhurst Rd., Bournemouth. [C2078]

K NIGHTSBRIDGE offer:—
1957 (June) Austin-Healey 100/6, finished in ivory wheels, Road Speed, small mileage, new condition; £985.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036]

PERFORMANCE CARS, Ltd.
1955 Healey B.N.I. ice blue, specimen, £645; 1954 Healey/B.N.I. red ivory, £635.
1954 Healey/B.N.I. superb red, £645; 1954 Healey/B.N.I. red ivory, £595.
1954 Healey/B.N.I. green, excellent, £645; 1950 D Silverstone, bronze specimen, £495.
THE above and 125 other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. [C3041]

SALISBURY MOTOR CO., offer:—
1955 Austin-Healey, green, unmarked; £745.—Salisbury Motor Co., Fisherton St., Salisbury 6025. [C4107]

H. A. SAUNDERS, Golders Green, for your new or used Austin-Healey.—Speedwell 0011. [C4004]

1954 Austin-Healey 100, yellow and blue, as new; £625.—Buntings Motor Exchange, Harrow, Elmbridge 2234. [1686]

1955 Austin-Healey 100 sports, green/green hide, overdrive, radio, heater and luggage rack; £725.—Central Newbury Motors, Ltd., Tel. Newbury 2060. [C1157]

BN4, latest model, 120bhp, overdrive, heater, immediate delivery, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

1957 100/6 Healey, demonstration car, fitted with overdrive and road speed tyres, mileage under 1,000; bargain, £1,125.—Apply Steels (Swindon) Ltd., Drove Rd., Swindon 4035. [1229]

1957 (August) 100 Six, overdrive, wire wheels, 6,000 miles, radio, heater, as new; £1,045.—Tolwatts Motors, Ltd., Kingston By-Pass, Tolwatts, Elmbridge 2234. [C4061]

J. M. BARTLETT—Austin-Healey, August 1957, as new, many extras, £375; Austin Healey 100, excellent condition, £625.—27, Pembridge Villas, W.11. Bayswater 0523. [C3175]

(November) Austin-Healey, virtually new owner, genuine 37,000 miles, overdrive, heater, Michelin X, exceptional value; £625; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045/R]

K. N. RUDD, Ltd., offer a most exceptional 1955 Austin-Healey open sports, specially finished duo colours, cream and red, with red trimming and hood, etc.; fitted many extras, including radio and heater, specially priced, too, at £685; terms and exchanges.—K. N. Rudd, Ltd., 41, High St., Wetherby 7773-4. [1173]

Austin-Healey Cars Wanted
ROWLAND SMITH'S, the Healey buyers' highest cash prices.—Hampstead High St., N.W.8. Ham. 6041. [W5018 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin-Healey Cars Wanted
J. H. BARTLETT, the Austin-Healey buyers—27,
Fenbridge Villas, W.11. [W1013]

GOOD Austin-Healey wanted for cash.—35, Kinnerton
St., S.W.1. Belgrave 3711. [W3045]

ALMOST new Austin-Healey required immediately.—
Morley, 76, Cambridge Rd., Kingston, Kingston
8885. [W5016]

XXX Excellent cash price offered for good
Austin-Healey—H. F. Edwards, 28-34,
Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

Austin-Healey Spares and Service
AUSTIN-HEALEY, let works specialists service and
tune your Healey, tuning kits available for all
models, six port heads and high lift camshafts for
the "100 six", power assisted Dunlop Disc brakes for
most models, high ratio crown wheels and pinions, fibre
glass hard tops, full range of spares for all models,
cars collected. [W5016]

DONALD HEALEY MOTOR CO., Ltd., The Cape,
Warwick, and at 8-10, North Audley St., London,
W.1. [8993]

BENTLEY (3½, 4½-litre and New 4½-litre)

C
M
CAR MART, Ltd., offer with joint manufacturer/retailer
guarantee.
1952 Bentley "R" type saloon, synchromesh
gearbox, reg. November '53.
1953 Bentley "R" type saloon, 150, Park Lane,
W.1. (Corner of Piccadilly), Grosvenor 3434. [C1039]

BENTALLS, Ltd.
1953 Bentley R type standard steel saloon, 2-tone
black and grey, grey upholstery, 45,000
miles; £2,350.
1938 Bentley 4½-litre Van den Plas coupe, finished
in grey with grey upholstery, heater, im-
maculate; £285.
1936 Bentley 4½-litre Park Ward sports saloon,
finished in green, green upholstery, radio,
immaculate; £595.—Kingston-on-Thames. Kingston
1001. [C1023]

PB Ltd., offer:—
TWO quite exceptional 1947 standard steel saloons,
green with beige leather, dark blue with blue
leather, both cars reconditioned and in excellent order.
PADDON BROS., Ltd., 60, Cheval Place, South Ken-
sington, S.W.7. Ken. 9477. [C3033]

H. R. OWEN, Ltd.
1957 S series saloon, power steering, velvet green
and shell grey with grey hide; £4,750.
1955 H type H. J. Mulliner Continental saloon,
automatic gears, maroon, 36,750 miles;
£4,900.
1955 R type saloon, automatic gear box, velvet
green with grey hide; £2,950.
1951 Mk. VI 4½-litre saloon, 2-tone grey, 57,600
miles; £1,395.
OFFICIALLY appointed retailers,
17, Berkeley St., W.1. Tel. Mayfair 9060. [1759]

H. C. PAUL, Ltd.
1953 Bentley R type saloon, black, brown inter-
ior, 35,000 miles; £2,250.
1953 Bentley Freestone & Webb 4-door saloon,
black and beige panels, 34,000 miles, im-
maculate condition throughout; £2,695.
1952 Bentley R type big boot standard steel
saloon black and red, 54,000 miles, care-
fully maintained; £1,895.
1939 Bentley H. J. Mulliner high vision saloon,
overdrive, black—32, Bruton Place, W.1.
Mayfair 0821-2. [C3040]

T. SULLIVAN offers:—
1953 Bentley R type, 45,000 miles, black, brown
interior, immaculate condition, history;
£2,100.
T. SULLIVAN, 113, Gunnersbury Ave., Ealing, W.5.
Acorn 7660; also Euston 8581-2-3; Hounslow 6863.
[C4113]

WADHAMS LIMITED.
1956 (June) S series Bentley, black, tan hide
upholstery, mileage 13,122, chauffeur main-
tained, as new; £4,350.
1951 (June) Bentley R type saloon, black, fawn
hide interior, 65,348 miles; £1,395.
AUTOMOBILE HOUSE, The Avenue, Southampton.
Tel. 22931—Extensions 52 & 69. [1638]

PEDIGREE CARS offer:—
1952 Bentley, big bore, small boot, standard steel
saloon, really an immaculate, low mileage
specimen; £1,550.—340, Euston Rd., N.W.1. Euston
7889. [C3093]

K. NIGHTSBRIDGE offer:—
1937 4½-litre Bentley Special Razor Edged fixed
head 2-door coupe by Freestone and Webb,
finished in pale grey and black with green hide,
recently restored to near original condition, just
serviced by us, a unique car in superlative condition,
the finest in Britain; £785.—1, Roberts Mews, Loundes
Place, London, S.W.1. St. George 4086. [C2030]

THE WESTOVER GARAGE.
1954 (June) R type automatic Bentley in velvet
green with grey upholstery, 45,000 miles, in
perfect condition.—Tel. Mr. Harnett, Bournemouth 6061.
[1645]

RUSSELL MOTORS offer:—
1951 (October) Bentley 4½, big bore, small boot.
88 saloon, 45,000 miles only.
1949 4½ SS saloon, full flow, engine perfect.
1939 4½ overdrive saloon, radio, heater, wonderful
example, choice of 2.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47,
Sloane St., S.W.1. Sloane 9288. [C3060]

1950 Bentley standard steel saloon, all extras, out-
standing condition; £1,195.
SCOTT CARS, 541-547, Finchley Rd., Hampstead,
London, N.W.3. Hampstead 8676-7779. [C4016]

BENTLEY (3½, 4½-litre and New 4½-litre)

J
B
JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write
for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444
(open until 7 p.m.). [C1082 R]

SANDERSON & HOLMES, Ltd.
THE official Rolls-Royce and Bentley retailers and
repairers for S. Derbyshire, Leicestershire, Rutland
and Burton-on-Trent.
LONDON Rd., Derby. Also Bentley House, London
Rd., Leicester. Tel. Derby 47471. Leicester 59685.
[C4073]

JACK BOND (VINTAGE AUTOS).
SPECIALISTS in Bentleys with unusual coachwork.
ENGLAND'S finest selection.
EVERY car immaculate and guaranteed.

1938 4½ top hat saloon, magnificent coachwork,
razor-edged by Freestone & Webb, truly im-
maculate, good history; £795.
3½-litre Gurney Nutting drop head coupe, condition
far above average, truly immaculate; £595.
4½-litre, coachwork by Park Ward, drop head coupe,
4½ Concours condition; £595.
AND many others in stock.

I URGENTLY require to purchase Bentleys with
unusual coachwork.
OUR works are at your service; Rolls and Bentley
filters only employed.
VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bays-
water 5929/9330. [C4079]

MASCOT MOTORS, Ltd., offer:—
1930 3½-litre Vanden Plas special body, black
and silver with red leather, radio.
1939 Hooper overdrive with power operated hood,
black and beige, beige leather.
237, Kensal Rd., W.10. Ladbroke 1231-2. [C3007]

AUTOMOTIVE & MARINE offer:—
1937 4½ sports 4-door saloon.
1935 3½ drop head coupe, excellent order.
WANTED for cash, Bentleys with all types of coach-
work; hire purchase, part exchange with
pleasure.
CROWN GARAGES, Albany St., N.W.1. Euston 1032.
[C1144]

WILLIAM GORDON CARS offer:—
1953 Bentley 4½-litre H type saloon, 2-tone velvet
green and shell grey, all extras, unblemished;
reasonable price; exchange considered.
1949 Bentley 4½-litre saloon, Tudor grey with
maroon leather, 1952 modifications, excep-
tional throughout; reasonable price.—Sovereign Road
Garage, Earlston, Coventry. Tel. 62813/68349. [C2102]

CHIPSTEAD MOTORS, Ltd., offer:—
1953 R type, TN series, most attractive coachwork
in smoke green with light grey leather, all
refinements, full Bentley history, just had 5,000 miles
service, recommended.—142, Holland Park Ave., W.1.
Park 3445-6. [C1046]

FARNHAM MOTOR Co., Ltd., offer:—
1954 Bentley Mark VI E. D. Abbott (Continental
type), 17,000 miles; £3,950.
1948 Bentley Mk. VI. 2 owners since new, excel-
lent condition throughout; £895.
FARNHAM MOTOR Co., Ltd., Downing St., Farn-
ham, Tel. 4873-4. [C2110]

BROUGHTON OF CHELTENHAM offer:—
1956 Bentley S saloon, Tudor/shell grey, grey
leather, 12,000 miles, 2 owners, as new;
history; £4,150.
1955 Bentley S saloon, pearl black/shell grey, red
leather, 29,000 miles, 2 owners; history;
£3,950.
1947 Bentley Mark VI saloon, black shell grey,
grey leather, complete overhaul, resprayed
at cost of £475; £1,275.
S. P. BROUGHTON & Co., Ltd., Grove Garage, Chel-
tenham 2283-4023. [1612]

1947 Rolls-Bentley standard steel saloon, black;
£2,995.
1950 Rolls-Bentley Mark VI saloon; £1,185.
1951 Rolls-Bentley standard steel saloon; £1,375.

MONTROE MOTORS (N. H. Boswell), 91-95, Epping
New Rd., Buckhurst Hill Essex. Buckhurst
1171-2. [C3088]

CHARLES FOLLETT Ltd., officially appointed Rolls-
Royce & Bentley retailers and repairers offer:—
1956 Bentley S series saloon, smoke and sage
green, one owner, genuine 16,000 miles, sold
and maintained by us; £4,175.
1956 Bentley S series saloon, velvet green, tan
upholstery, sold new and maintained by us;
£3,995.
SHOWROOMS: 18, Berkeley St., London, W.1. May-
fair 6266.
SERVICE: Works and Stores, Barnsdale Yard, off
Elgin Ave., W.9. Cunningham 5936. [C2010]

DECEMBER '37 Rolls-Bentley black and fawn drop
head coupe; £365.—J. H. Bird Automobiles, Lee,
1072. [1716]

1947 Bentley Mk. VI, in excellent condition; £1,050.
—Charles of Firsbridge, Guildford Rd., Fir-
sbridge, Brookwood 2201. [C1049]

TUDOR grey with blue leather, 1949 steel saloon,
engine overhauled, serviced regularly as re-
commended by makers; £1,085.
S. MEAD (SALES), Ltd., 42, Queen St., Maiden-
head. Tel. Maidenhead 3431-3. [C3011]

BENTLEY (3½, 4½-litre and New 4½-litre)

1952 4½-litre saloon, moderate mileage, immacu-
late; £1,695.—Mansfield Autos, Ltd., 48,
Fitzroy St., London, W.1. Euston 2587. [C3001]

1935 3½-litre saloon by Park Ward, in first-class
condition throughout, real motoring for the
connoisseur; £435.
TERRIFIC CARS, Ltd., 884, London Rd., Thornton
Heath, Surrey. Tel. 3037 or Caterham 4976. [1879]

CASS'S MOTOR MART.—1936 4½ Bentley Park Ward
saloon, radio and heater, bills for £1,000 over-
haul.—5, Warren St., W.1. Euston 4110. [C1040]

1955 (March) T type Bentley saloon, one owner,
19,000 miles only, taxed year, car as new in
every detail, colour black with brown leather; £2,950.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maiden-
head. Tel. Maidenhead 3431-2. [C3011/1]

1948 Bentley sports sal., finished black with brown
hide upholstery, fitted special high ratio axle,
moderate mil., excellently maintained; £1,050.
THOMPSON-DOXEY, Ltd., M.G. Agents, 109 and
139, Eastbank St., Southport, Lancs. Tel. 56934
(4 lines). [C4120]

1950 Bentley Mark VI special Countryman by
Harold Radford, one owner, 75,000, detailed
history from delivery; £1,275.—Simmons, Gro. 1188.
[1718]

1937 Bentley 4½-litre saloon, engine reconditioned
at cost of £320, not yet run in; £475.—
Pantles Service Garage, London Rd., Guildford 5326.
[C3037]

1951 (April) standard steel saloon, black and shell
grey, immaculate condition, good history;
£1,275.—Hardwick House, Studley, Warwicks. Studley
581. [1761]

1951 series Bentley saloon, silver grey, red in-
terior, one owner, all extras, most magnificent
vehicle, full Bentley history; £1,350.—Eaton Motors,
St. Neots 8497. [1866]

1951 Bentley, H. J. Mulliner saloon, complete
history, superb condition; £1,775.—Park Gar-
age (Molesey), Ltd., Hampton Court Way, Molesey,
Surrey. Tel. Molesey 4771 and 6199. [C3037]

1957 Bentley S series saloon with power-assisted
steering, black over sand, as new.—For full
details please write or phone Mr. Moules, Wessex
Motors, New St., Salisbury. Tel. Salisbury 3275. [C4087]

WM 1955 Bentley 3½-litre sports saloon, grey,
very good mechanical condition; £300.—
Welbeck Motors, Ltd., 109, Crawford St., London, W.1.
(near Baker St. Station). Welbeck 1139. [C4049]

1953 brown leather, unmarked, a specimen car
throughout; £2,350.—Parsons & Parsons (Garages),
Ltd., Potter St., Harlow, Potter Street 121. [C3038]

BENTLEY 3½ Hooper saloon, 1936 mdl, black, paint-
work and interior immaculate, excellent mechani-
cally, engine to standard at 61,000 miles,
a genuine car; £450 o.n.o.—Mac 5723 after 6 p.m.
[1774]

1939 (registered December 1938) overdrive Park
Ward saloon, heater, sunshine roof, perfect
condition; £750.—9, Charlton Park Gate, Cheltenham.
Tel. 53779. [1784]

1956 Bentley S Series, registered 21.11.56, mileage
11,000, special specification, with red up-
holstery, one owner, excellent condition; can be seen
in London by appointment; £4,000.—Tel. Ripplaway 3800.
[1742]

BEAUTIFUL 1949 Bentley by H. J. Mulliner with
excellent maker's history, full flow engine, an
opportunity through forced sale by owner; £1,025, can
be seen at his agents—Duncan Hamilton & Co., 33,
High Rd., Byfleet, Surrey. Byfleet 5101. [C1091]

1951 Bentley l.h.d. standard steel saloon, grey with
blue trim, completely overhauled by Bentleys
October, 1956, including full oil flow engine, bills and
full Bentley history, one owner, magnificent car;
exchange; terms.—Palmer's, 3, Russell Garden Mews,
Kensington, W.14. Park 9704. [C3034]

1949 model Bentley saloon, authenticated 56,000
miles, one owner, complete overhaul, oilater, ocolat
covers, regularly serviced makers, faultless main-
tained, impeccable duo-tone black/silver coachwork;
1,045ms.—Home & Overseas Motors, 160, Finchley
Rd., N.W.3. Hampstead 0087-8-9. [1355]

1954 (Sept.) Bentley standard steel saloon, auto-
matic transmission, TD series, recently in
Bentley Motors for decarbonising, schedule service, etc.,
full history available; the car is in exceptional
condition throughout, finished black with beige leather
upholstery; £2,450.
HARRY MARTIN, 23, Devonshire Place Mews, Lon-
don, W.1. Welbeck 3294. [C3092]

1956 Bentley series S saloon, registered 16 Dec.
1955, immaculately finished in elephant grey
with red hide interior, this specimen vehicle has full
manufacturers' history, specially fitted with electrically
operated windows, rear blind and radio aerial, really
superlative condition; £4,250.
H. A. SAUNDERS, Ltd., Austin House, Castle St.,
Worcester. Tel. 6371. [C4005]

£475 p.n.o. Bentley 1938 Park Ward saloon, beige/
terior in black, excellent order, engine uses no oil, in-
terior in lovely condition, all instruments working,
heater, screen washers, instruction book, etc., character
car for reasonable outlay; consider exchange with Rolls,
Phantom II or III, prefer open or drop head or similar
good car.—Caterham 3522 or Box 4178. [1696]

1950 Bentley standard steel saloon, finished in
matte green, fitted H.M.V. radio, fire
extinguisher, windscreen washers and fog light, recent
bills from manufacturers amounting to £600 available,
in excellent condition and fully guaranteed; £1,325.—
University Motors, Ltd., 80, Piccadilly, W.1. Gros-
venor 4141. [1752]

COMPANY director has for sale 1953 Bentley R-type
standard steel saloon; £1,850; also a 1954 R-type
automatic bench-type seat; £2,375; both these vehicles
have been scrupulously maintained and will sacrifice at
these outstanding prices in order to purchase privately
an 8-type Bentley or would consider an exchange for a
very small-mileage 8-type Bentley; write in first in-
stance for an appointment to view to: Cant. "Beverly
Hills," 156, Westella Rd., Kirkella, Hull. [1634]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)
 '48 series Mk. VI saloon, black, brown leather, heater, radio, etc., taxed year, 2 extra unused tyres, 61,000, excellent every way; £225, terms available; apply H. E. H. Sidebottom, Star Hill Cottage, Robertsbridge, Sussex. Robertsbridge 78. [1622]

1937 4½ litre 2-door sports saloon by Barker, without doubt one of the prettiest cars in the country, absolutely immaculate, mechanically perfect. £485; terms.—John Ever Motors, 28, Rosalyn Hill, Hampstead, N.W.3. Swiss Cottage 2020. [1707]

Bentley Cars Wanted
CASS'S MOTOR MART require good Bentleys.—5, Warren St., W.1. Eus. 4110-3523. [W1040]
CONTINENTAL Bentley, 1953-4, required by private buyer, 3½-type considered.—Box 3693. [9845]

R type TN series, low mileage.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445/6.

BENTLEY R type TN series, low mileage, synchromesh gearbox.—Send full particulars history, Box 4056. [1298]

DUNCAN HAMILTON & Co. urgently require post-war Bentleys.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

XXX Excellent cash price offered for good Bentley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

WANTED, Bentley standard saloon, 1953-4, automatic gear, not black, under 30,000 miles.—Tel. Knightsbridge 464/6974. [W1096]

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

ROWLAND SMITH'S, the Bentley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

WE will buy or part exchange your Bentley for a new one.—Loxham, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [0836/R]

WEYBRIDGE AUTOMOBILES, Ltd., official re-tailers; attractive prices paid for low-mileage post-war Bentley cars.—Queen's Rd., Weybridge, Tel. 2233. [0540/R]

Bentley Spares and Service
A SERVICE unequalled.

OFFICIAL repairs Bentley cars.

SERVICING overhauls, accident work.

COACHWORK, recellulosing, trimming, etc.

SPARES service.—Fla. 2223 (7 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [B1022/R]

CHARLES POLLETT, Ltd., officially appointed re-tailers and repairers.

SHOWROOMS: 15, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R]

LI spares, new and secondhand, for all pre-war Bentleys; all repairs and services; specialists in the repair to damaged engines.—Crompton, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R]

BERKELEY
DUNCAN HAMILTON & Co. offer:—

1957 Berkeley 3,000 miles, red, 3 months old, bargain; £395.

33, High Rd., Byfleet, Surrey. Byfleet 3101-2. [C1091]

NAYLOR & ROOT Ltd., (Established) 1920.

DEC '56 Berkeley 2-seater, blue, grey interior, 1,600 miles only, excellent value; £445.

CLAPHAM Junction, S.W.11, Battersea 2252. [C3022]

Bentley Cars Wanted
PRIVATELY sought, Berkeley sports car.—Mr. Talmadge, 72, Sussex Ave., Isleworth, Middlesex. [1668]

B.M.W.
1957 (June) B.M.W. 502 V. 3.2-litre 4-door saloon, colour velvet red, beige hide upholstery, radio, an exceptionally fine car, beautifully finished, very fast and smooth, mileage only 4,000, fully guaranteed; price £2,700. H.P. part exchanges arranged.—A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middx. Hounslow 0011. [C2015]

BOND MINICAR
1956—197cc Bond 2-str., blue finish; £199/10. 1957, 197cc Bond 2-str. de luxe, self starter, spare wheel, indicators; £269/10. 1957, 197cc Bond 2-str. de luxe, hard top, trafficators, spare wheel, bronze finish; £275, terms, exchanges.—Claude Rye, Ltd., 895-921, Fulham Rd., S.W.6, Renown 6174. [1597]

Bond Minicar Wanted
ROWLAND SMITH'S, the Bond buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

WANTED, 50 second-hand 3-wheelers for cash.—Try Kings Motors, New Rd., Oxford. Tel. 48452. [W3136]

Bond Minicar Spares and Service
RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R]

BORGWARD
1956 TS saloon, black, ivory upholstery, one owner, 27,000 miles, extras, in 100% condition throughout; £960.—Bradshaw, Buckland, Aylesbury, Aston Clinton 332. [1909]

BORGWARD—You will hear of something to your advantage if you contact the Devon and Cornwall distributors.—Seymour Horwell Garages, Newton Abbot 545. [7746]

BORGWARD
RODNEY HOWARD & Co., Ltd., sole London distributors, offer all new models from stock including:—

1958 Borgward TS75, white with red roof, 2,400 m.s., £1,325.

1957 Borgward TS75, blue with blue interior, 2,200 m.s., 4½ new; £1,225.

1957 (August) Borgward Combi estate car, dark grey, radio, 4,000 m.s. only; £1,195.

1956 Borgward TS75, silver grey, overriders and spots, etc., one owner, 11,500 m.s., exceptional condition; £1,045.

1956 Borgward 60, Nylon grey with red interior, excellent condition; £895.

1955 Borgward 60, black, radio, Arath exhaust, superb condition; £875.

1955 Borgward 60, blue, radio, overriders and spots, etc., one owner, like new; £875.

DEMONSTRATIONS anywhere, any time.—16, Albemarle St., London, W.1. Tel. Hyde Park 7166. [1810]

REG TIMMS offers the largest and most comprehensive stock of used Borgwards in the country, all carry a full guarantee.

1957 (June) Isabella TS75 saloon, dark metallic blue, 2,100 miles only, upholstery as new; £1,225.

1956 (June) Isabella TS75 saloon, fish silver grey with red, fitted a host of extras, including pass lights, reversing lights like 1957 model; £273, whitewall tyres, 11,000 miles only, one owner; bargain price £1,025.

1956 (May) Isabella 60 saloon, nylon grey with red, several extras, one owner, low mileage, unmarked and in excellent order; £895.

1955 (June) Isabella 60, aero blue with red, fitted radio, heater and host of extras, one owner, carefully maintained and looks like 1957 model; £273.

1957 Isabella Combi Countryman, very low mileage, and attractive price; particulars on request.

WE can offer very early delivery of all new models including hard top coupe; we are interested in part exchanges, immediate hire purchase facilities available to all normal insurance rates; you must in your own interest contact us first for your used Isabella; offers invited for delivery middle of February.

1958 (January) Isabella hard top coupe, Dover white with brown and white Dunlopillo luxury hide interior, folding bed trunk seats, 2,000 miles, used by only one person, practically as new and fully guaranteed.—28-30, High Town Rd., Luton. Tel. 3954-5. [C4124]

Borgward Cars Wanted
RODNEY HOWARD & Co., Ltd., are interested in all good used Borgwards.—16, Albemarle St., W.1. Tel. Hyd. 7166. [0965/R]

BRISTOL
ANTHONY CROOK, largest distributors of Bristol cars in the world, will shortly commence delivery of the new 405 2½-litre; also 2 new 405 cars and choice of 17 used examples of all models in stock; prices from £225.

ANTHONY CROOK MOTORS, High St., Esher. Tel. 4580. [C1083]

1948-9 Bristol 400 saloon, outstanding condition; £565.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481 2/3 offer:—

1950 Bristol 401 Bristol red with beige leather, radio and heater, very good history and in excellent condition; £795. [C1001]

405 saloon, 1955, recorded mileage under 19,000, immaculate car; £2,250; no offers.—Box 4055. [1297]

1951 series Bristol 401, all extras, superlative condition, full overhaul completed, faultless; £875.—Eaton Motors, St. Neots 8497. [1867]

CEDAR SERVICE STATION, Ltd., Fareham, B.1. dist. distributors, Hants, Dorset and Wiltshire, welcome your inquiries for new and second-hand Bristols; part exchanges, deferred terms.—Tel. Fareham 2277. [0993/R]

1956 Bristol 405 drop head coupe, grey with red leather trim, fitted radio and many extras, 12,000 miles, one owner, fully guaranteed.

1952 Bristol 401, finished in bottle green, exceptional condition.

1950 Bristol 400, finished in blue, one owner since new.

CEDAR SERVICE STATION, Ltd., Fareham. Tel. 2277. [1616]

Bristol Cars Wanted
J. H. BARTLEY, the Bristol buyers.—27, Pembroke Villas, W.11. [W1013]

ROWLAND SMITH'S, the Bristol buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

ANTHONY CROOK largest cash buyers. Used Bristols desperately required especially at the moment types 404 and 405.—Esher 4580. [W1063]

Bristol Spares and Service
ANTHONY CROOK, leading spares and service distributors since the car's origin, new and reconditioned Bristol spares for all models ever built, factory trained staff working solely on Bristol cars for the past 12 years.

Service and Stores Dept., Hershman, near Walton-on-Thames (20 minutes Waterloo). Walton-on-Thames 687. [S1063]

R. F. FUGGLE, Ltd., Bristol spare parts and service.—Bushey Heath, Herts. Tel. 1655. [E2017]

BROUGH SUPERIOR
JACK BOND (VINTAGE AUTOS) offer:—

1937 drop head coupe, actual show model, truly immaculate; £425.

VINTAGE AU205, Queensway, W.2. Tel. Bayswater 5222/8330. [C4079]

B.S.A.
£165—B.S.A. Scout 10 2-seater sports Mk. VI, 1939, excellent condition and tyres.—Hyde Motor Co., Colindale 7896. [C2133]

B.S.A. Spares and Service
BASIL ROY, Ltd., B.S.A. (Scout model); spares; comprehensive stock, wholesale and retail.—161, Ot. Portland St., W.1. Langham 7733. [0144/R]

Bugatti Spares and Service
J. LEMON BURTON, Bugatti spares, Edwards Rd., N.W.2. Gladstone 7677. [0071/R]

BUICK
SCOTT CARS offer:—

1950 Buick Roadmaster, Dynaflo transmission, radio, heater, really outstanding condition, must be seen to be appreciated.

1951-2 Buick special saloon, radio, heater, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3903, 345, High Rd., Wembley; for full list see under American Cars. [C4015]

1953 (Nov.) Buick Roadmaster Riviera saloon, black, radio and heater, power steering, tinted glass, etc., low mileage, one owner.—Deborah Park Autos, High Wycombe 3113. [C2129]

Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Buick cars.—345, High Rd., Wembley. Wembley 3903, 8691.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0303/R]

Buick Spares and Service
BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R]

CADILLAC
SCOTT CARS offer:—

1956 (October) Cadillac, power steering, power brakes, radio and heater, 6,000 miles only; this car is absolutely as new.

1948-9 Cadillac coupe de ville, Hydramatic drive, radio, heater, power-operated windows and seats, immaculate.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1947 Cadillac Fleetwood, metallic red, Hydramatic, one owner, 7,000 miles only (not a misprint); £795.

TAYLOR & CRAWLEY, 42a, South Audley St., (Entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3903, 345, High Rd., Wembley; for full list see under American Cars. [C4015]

1950 Cadillac fixed head 2-door coupe, black, radio, heater, etc.; £775.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858.

1950-1 Cadillac Fleetwood sedan 62 model, superior condition throughout, automatic, whitewall tyres, radio, seat covers; terms, exchanges.—Cathedral Garage, St. Faiths Lane, Norwich. Tel. 25876. [1226]

1955 Fleetwood Special model 60 4-door saloon, guaranteed only 8,000 miles, black with grey nylon upholstery, hydramatic transmission, power assisted steering and brakes, self-seeking radio; £2,750.—Campbell Symonds, Wembley 6262. [C1097]

Cadillac Cars Wanted
JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Cadillac cars.—345, High Rd., Wembley. Wembley 3903, 8691. [W4015]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

Cadillac Spares and Service
CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0121/R]

CHEVROLET
SCOTT CARS offer:—

1957 Chevrolet Bel Air, right-hand drive, pillarless, 4-door saloon, absolutely as new.

1955 Chevrolet Bel Air, right-hand drive, Powerglide automatic 2-door pillarless saloon, radio, heater, outstanding condition.

1953 Chevrolet convertible, power-operated hood, radio, heater, excellent condition.

1953-4 Chevrolet Powerglide, fully automatic right-hand drive, radio, heater, outstanding condition.

1952 Chevrolet de luxe, radio, heater, excellent condition throughout; £495.

1950 Chevrolet de luxe, right-hand drive, excellent condition.

1948 Chevrolet Fleet Master, right-hand drive, radio, heater, excellent condition; choice of 2 from £300.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

CHARLES POLLETT Ltd. offer:—

1956 Chevrolet Bel Air saloon, V8 r.h.d., black, black and white upholstery, radio, low mileage, sold and maintained by us, 6 months' guarantee; £1,425.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1954 Chevrolet r.h.d. 4-door Pillarless saloon, £895.

1957 Chevrolet r.h.d. 4-door Pillarless saloon, V8 engine, radio, heater, 6,000 miles; £1,795.

BRITISH & COLONIAL MOTORS Ltd., 77, Upper St., Martin's Lane, W.C.2. Temple Bar 3558. [C1097]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3903, 345, High Rd., Wembley; for full list see under American Cars. [C4015]

1957 Chevrolet, Bel Air 4-door pillarless saloon, RHD 2-tone colour, low mileage, radio, heater, etc.; £1,895.

1951-2 Chevrolet coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [C4028]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- Austin-Healey Cars Wanted**
J. H. BARTLETT, the Austin-Healey buyers.—27, Pembroke Villas, W.11. [W1013]
- GOOD Austin-Healey wanted for cash.**—35, Kinnerton St., S.W.1. Belgrave 3711. [W3045]
- AMOST new Austin-Healey required immediately.**—Morley, 76, Cambridge Rd., Kingston. Kingston 8895. [W5016]
- XXX Excellent cash price offered for good Austin-Healey.**—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]
- Austin-Healey Spares and Service**
AUSTIN-HEALEY let works specialists service and tune your Healey, tuning kits available for all models, six port heads and high lift camshafts for the "100 six". Power assisted Dunlop Disc brakes for most models, high ratio crown wheels and pinions, fibre glass hard tops, full range of spares for all models, cars collected. [18993]
- DONALD HEALEY MOTOR Co., Ltd., The Cape, W.1.** Warwick, and at 8-10, North Audley St., London. [18993]
- BENTLEY (3½, 4½-litre and New 4½-litre)**
C
M
CAR MART, Ltd., offer with joint manufacturer/retailer guarantee.
£2250.—Bentley "R" type saloon, synchromesh gearbox, reg. November '53.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly), Grosvenor 5434. [C1039]
- BENTALLS, Ltd.**
1953 Bentley R type standard steel saloon, 2-tone black and grey, grey upholstery, 45,000 miles. £2,350.
1938 Bentley 4½-litre Van den Plas coupe, finished in grey with grey upholstery, heater, immaculate. £2,650.
1936 Bentley 4½-litre Park Ward sports saloon, finished in green, green upholstery, radio, immaculate. £595.—Kingston-on-Thames. Kingston 1001. [C1093]
- P.B. Ltd., offer:—**
TWO quite exceptional 1947 standard steel saloons, green with beige leather, dark blue with blue leather, both cars reconditioned and in excellent order.
PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3035]
- H. R. OWEN, Ltd.**
1957 S series saloon, power steering, velvet green and shell grey with grey hide. £4,750.
1955 R type H. J. Mulliner Continental saloon, automatic gears, maroon, \$6,750 miles. £4,900.
1955 R type saloon, automatic gear box, velvet green with grey hide. £2,950.
1951 Mk. 1 3½-litre saloon, 2-tone grey, 57,600 miles. £1,495.
OFFICIALLY appointed retailers.
17, Berkeley St., W.1. Tel. Mayfair 9060. [1759]
- H. C. PAUL, Ltd.**
1953 Bentley R type saloon, black, brown interior, 35,000 miles. £2,250.
1953 Bentley Freestone & Webb 4-door saloon, black and beige panels, 34,000 miles, immaculate condition throughout. £2,695.
1952 Bentley R type big boot standard steel saloon, black and red, 54,000 miles, carefully maintained. £1,895.
1939 Bentley H. J. Mulliner high vision saloon, overdrive, black—32, Bruton Place, W.1. Mayfair 0821-2. [C3040]
- T. SULLIVAN offers:—**
1953 Bentley R type, 45,000 miles, black, brown interior, immaculate condition, history; £2,100.
T. SULLIVAN, 113, Gunnersbury Ave., Ealing, W.5. Tel. Acorn 7660; also Euston 8581-2-3; Hounslow 6869. [C4113]
- WADHAMS LIMITED.**
1956 (June) S series Bentley, black, tan hide upholstery, mileage 15,122, chauffeur maintained, as new. £1,350.
1951 (June) Bentley R type saloon, black, fawn hide interior, 65,348 miles. £1,395.
AUTOMOBILE HOUSE, The Avenue, Southampton, Tel. 22991—Extensions 52 & 69. [1638]
- PEDIGREE CARS offer:—**
1952 Bentley, big bore, small boot, standard steel saloon, really an immaculate, low mileage specimen, £1,550—340, Euston Rd., N.W.1. Euston 7889. [C3093]
- KNIGHTSBRIDGE offer:—**
1937 4½-litre Bentley Special Razor Edged fixed head 2-door coupe by Freestone and Webb, finished in pale grey and black with green hide, recently restored to near original condition, just serviced by us, a unique car in superlative condition, the finest in Britain. £785—J. Roberts Mews, Louisa Place, London, S.W.1. Sloane 4096. [C2030]
- THE WESTOVER GARAGE.**
1954 (June) R type automatic Bentley in velvet green with grey upholstery, 43,000 miles, in perfect condition.—Tel. Mr. Harnett, Bournemouth 6061. [1645]
- RUSSELL MOTORS offer:—**
1951 (October) Bentley 4½, big bore, small boot, 88 saloon, 45,000 miles only.
1949 4½ SS saloon, full flow, engine perfect.
1939 4½ overdrive saloon, radio, heater, wonderful example; choice of 2.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]
- 1950** Bentley standard steel saloon, all extras, outstanding condition. £1,195.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.5. Hampstead 8676-7779. [C4016]
- BENTLEY (3½, 4½-litre and New 4½-litre)**
J
B
JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). [C1062 R]
SANDERSON & HOLMES, Ltd.
THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.
LONDON Rd., Derby. Also Bentley House, London Rd., Leicester. Tel. Derby 47471. Leicester 59685. [C4073]
- JACK BOND (VINTAGE AUTOS).**
SPECIALISTS in Bentleys with unusual coachwork.
ENGLAND'S finest selection.
EVERY car immaculate and guaranteed.
1938 4½ top hat saloon, magnificent coachwork, razor-edged by Freestone & Webb, truly immaculate, good history. £795.
3½-litre Gurney Nutting drop head coupe, condition far above average, truly immaculate. £595.
4½-litre, coachwork by Park Ward, drop head coupe. Concours condition. £595.
AND many others in stock.
IURGENTLY require to purchase Bentleys with unusual coachwork.
OUR works are at your service: Rolls and Bentley fitters only employed.
VINTAGE AUTOS, 109, Queensway, W.2. Tel. Bayswater 5929/8350. [C4079]
- MASCOT MOTORS, Ltd., offer:—**
1930 3½-litre Vanden Plas special body, black and silver with red leather, radio.
1939 Hooper overdrive with power operated hood, black and beige, beige leather.
237, Kensal Rd., W.10. Ladbroke 1251-2. [C3007]
- AUTOMOTIVE & MARINE offer:—**
1937 4½ sports 4-door saloon.
1935 3½ drop head coupe, excellent order.
WANTED for cash, Bentleys with all types of coachwork; hire purchase, part exchange with pleasure.
CROWN GARAGES, Albany St., N.W.1. Euston 1032. [C1144]
- WILLIAM GORDON CARS offer:—**
1953 Bentley 4½-litre R type saloon, 2-tone velvet green and shell grey, all extras, unblemished; reasonable price; exchange considered.
1949 Bentley 4½-litre saloon, Tudor grey with maroon leather, 1952 modifications, exceptional throughout; reasonable price—Sovereign Road Garage, Earlston, Coventry. Tel. 62815/68549. [C2102]
- CHIPSTEAD MOTORS, Ltd., offer:—**
1953 R type, TN series, most attractive coachwork in smoke green with light grey leather, all refinements, full Bentley history, just had 5,000 miles service, recommended—142, Holland Park Ave., W.11. Park 3445-6. [C1046]
- FARNHAM MOTOR Co., Ltd., offer:—**
1954 Bentley Mark VI E. D. Abbott (Continental) type, 17,000 miles; £3,295.
1948 Bentley Mk. VI, 2 owners since new, excellent condition throughout; £895.
FARNHAM MOTOR Co., Ltd., Downing St., Farnham. Tel. 4673-4. [C2110]
- BROUGHTON'S OF CHELTENHAM offer:—**
1956 Bentley S saloon, Tudor shell grey, grey leather, 12,000 miles, 2 owners, as new; history. £4,150.
1955 Bentley S saloon, pearl black/shell grey, red leather, 29,000 miles, 2 owners; history. £3,950.
1947 Bentley Mark VI saloon, black/shell grey, grey leather, complete overhaul, resprayed at cost of £475; £1,275.
S. P. BROUGHTON & Co., Ltd., Grove Garage, Cheltenham 2283-4023. [1612]
- 1947** Rolls-Bentley standard steel saloon, black; £895.
1950 Rolls-Bentley Mark VI saloon; £1,185.
1951 Rolls-Bentley standard steel saloon; £1,375.
1171-2.
- MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill Essex. Buckhurst Hill 1171-2.** [C3068]
- CHARLES FOLLETT Ltd., officially appointed Rolls-Royce & Bentley retailers and repairers offer:—**
1956 Bentley S series saloon, smoke and sage maintained, one owner, genuine 16,000 miles, sold and maintained by us; £4,175.
1956 Bentley S series saloon, velvet green, tan upholstery, sold new and maintained by us; £3,995.
SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.
SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]
- DECEMBER '37 Rolls-Bentley black and fawn drop head coupe; £365.—J. H. Bird Automobiles, Lee 1072.** [1716]
- 1947** Bentley Mk. VI, in excellent condition; £1,050.—Clarke of Pimbridge, Quidford Rd., Pimbridge, Brookwood 2201. [C1049]
- TUDOR grey with blue leather, 1949 steel saloon, engine overhauled, serviced regularly as recommended by makers; £1,065.**
R. S. MEAD (SALES), Ltd., 42, Queen St., Maldenhead. Tel. Maidenhead 3431-2. [C3011]
- BENTLEY (3½, 4½-litre and New 4½-litre)**
1952 4½-litre saloon, moderate mileage, immaculate. £1,695.—Mansfield Autos, Ltd. 48, Fitzroy St., London, W.1. Euston 2587. [C3001]
- 1935** 3½-litre saloon by Park Ward, in first-class condition throughout, real motoring for the connoisseur; £455.
TERRIFIC CARS, Ltd., 884, London Rd., Thornton Heath, Surrey. Tel. 3037 or Caterham 4976. [1879]
- CASS'S MOTOR MART.—1936 4½ Bentley Park Ward saloon, radio and heater, bills for £1,000 overhaul.—5, Warren St., W.1. Euston 4110.** [C1040]
- 1955** (March) T type Bentley saloon, one owner, 19,000 miles only, taxed year, car as new in every detail, colour black with brown leather; £2,950.
R. S. MEAD (SALES), Ltd., Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011/1]
- 1948** Bentley sports sal., finished black with brown hide upholstery, fitted special high ratio axle, moderate mil., excellently maintained; £2,050.
THOMPSON-DOXEY, Ltd., M.G. Agents, 109 and 139, Eastland St., Southampton, Lanca. Tel. 56934 (4 lines). [C4120]
- 1950** Bentley Mark VI special Countryman by Harold Radford, one owner, 75,000, detailed history from delivery; £1,275.—Simmons, Gro. 1188. [1718]
- 1937** Bentley 4½-litre saloon, engine reconditioned at cost of £350, not yet run in. £2,475.—Pantiles Service Garage, London Rd., Guildford 5326. [C3034]
- 1951** (April) standard steel saloon, black and shell grey, immaculate condition, good history; £1,275.—Hardwick House, Studley, Warwick. Studley 521. [1761]
- 1951** series Bentley saloon, silver grey, red interior, one owner, all extras, most magnificent vehicle, full Bentley history; £1,350.—Eaton Motors, St. Neots 8497. [1866]
- 1951** Bentley, H. J. Mulliner saloon, complete history, superb condition; £1,775.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 4371 and 6198. [C3037]
- 1957** Bentley S series saloon with power-assisted steering, black over sand, as new.—For full details please write or phone Mr. Moules, Wessex Motors, New St., Salisbury. Tel. Salisbury 3275. [C4067]
- WM** 1935 Bentley 3½-litre sports saloon, grey, very good mechanical condition; £300.—Webb Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station), Webb 1139. [C4049]
- 1953** Bentley R type saloon, finished in black, brown leather, unmarked, a specimen car throughout; £2,350.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow, Potter Street 121. [C3038]
- BENTLEY 3½ Hooper saloon, 1936 mdl, black, paintwork and interior immaculate, excellent mechanically, engine sleeved to standard at 61,000 miles, a genuine car; £450 o.n.o.—Mac 5723 after 6 p.m.** [1774]
- 1939** (registered December 1938) overdrive Park Ward saloon, heater, sunshine roof, perfect condition; £750.—9, Charlton Park Gate, Cheltenham, Tel. 53779. [1784]
- 1956** Bentley S Series, registered 21.11.56, mileage 11,000, special grey colour with red upholstery, one owner, excellent condition; can be seen in London by appointment; £4,000.—Tel. Rippleway 3500. [1742]
- BEAUTIFUL 1949 Bentley by H. J. Mulliner with excellent maker's history, full flow engine, an opportunity through sale by owner; £1,025, can be seen at his agents Duncan Hamilton & Co. 35, High Rd., Byfleet, Surrey. Byfleet 5101.** [C1091]
- 1951** Bentley 1½ d. standard steel saloon, grey with blue trim, completely overhauled by Bentleys October, 1956, including full oil flow engine, bills and history, one owner, magnificent car, exchanges; terms—Palmer's, 3, Russell Gardens, Kensington, W.14. Park 9704. [C3034]
- 1949** model Bentley saloon, authenticated 56,000 miles, one owner, radio, heater, ocelot covers, regularly serviced makers', suitably maintained, impeccable duo-tone black/silver coachwork; 1,045gns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0067-8-9. [1355]
- 1954** (Sept.) Bentley standard steel saloon, automatic transmission, YD series, recently in Bentley Motors for decarbonising, schedule service, etc.; full history available; the car is in exceptional condition throughout, finished black with beige leather upholstery; £2,450.
HARRY MARTIN, 25, Devonshire Place Mews, London, W.1. Webb 3294. [C3092]
- 1956** Bentley series S saloon, registered 16 Dec. 1955, immaculately finished in elephant grey with red hide interior, this specimen has full manufacturers' history, specially fitted with electrically operated windows, rear blind and radio aerial, really superlative condition; £4,250.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 6371. [C4005]
- £475** o.n.o. Bentley 1938 Park Ward saloon, beige/black, excellent order, engine uses no oil, interior in lovely condition, all instruments working, heater, Ben. washers, instruction book, etc., character car for reasonable outlay; consider exchange with Rolls, Phantom II or III, prefer open or drop head or similar good car.—Caterham 3522 or Box 4176. [1696]
- 1950** Bentley standard steel saloon, finished in mistletoe green, fitted H.M.V. radio, fire extinguisher, windscreen wipers, fog light, recent bills from manufacturers amounting to £600 available, in excellent condition and fully guaranteed; £1,325.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1752]
- COMPANY** director has for sale 1953 Bentley R-type standard steel saloon, also a 1954 R-type automatic bench-type seat; £2,375; both these vehicles have been scrupulously maintained and will sacrifice at these outstanding prices in order to purchase privately an 8-type Bentley or would consider an exchange for very small-mileage 8-type Bentley; write in instance for an appointment to view to: Cant. "Beverly Hills," 156, Westella Rd., Kirkella, Hull. [1684]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3, 4½-litre and New 4½-litre)
 '48 series Mk. VI saloon, black, brown leather, heater, radio, etc., taxed year, 2 extra unused tyres, 61,000, excellent every way; £925, terms available; apply H. E. H. Sidebotham, Star Hill Cottage, Robertbridge, Sussex, Robertbridge 78. [1622]

1937 4½ litre 2-door sports saloon by Barker, without doubt one of the prettiest cars in the country, absolutely immaculate, mechanically perfect; £485; terms—John Ever Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2020. [1707]

Bentley Cars Wanted
 CASS'S MOTOR MART require good Bentleys.—5, Warren St., W.1. Eus. 4110-3523. [W1040]

CONTINENTAL Bentley, 1953-4, required by private buyer, 8-type considered.—Box 3893. [9845]

R type TN series, low mileage.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445-6.

BENTLEY R type TN Series, low mileage, synchromesh gearbox.—Send full particulars history. Box 4056. [1238]

DUNCAN HAMILTON & Co. urgently require post-war Bentleys.—33, High Rd., Byfleet, Surrey, Byfleet 3101. [W1081]

XXX Excellent cash price offered for good Bentley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

WANTED, Bentley standard saloon, 1953-4, automatic gear, not black, under 50,000 miles.—Tel. Knightsbridge 2464/6974.

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

ROWLAND SMITH'S, the Bentley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 4091.

WE will buy or part exchange your Bentley for a new one.—Latham's, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [0836/R]

WEYBRIDGE AUTOMOBILES, Ltd., official retailers; attractive prices paid for low-mileage post-war Bentley cars.—Queen's Rd., Weybridge, Tel. 2233. [0540/R]

Bentley Spares and Service
 A SERVICE unequalled.
 OFFICIAL repairers Bentley cars.
 SERVICING overhauls, accident work.
 COACHWORK, recellulosing, trimming, etc.

SPARES service.—Fla. 2223 (7 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R]

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R]

ALL spares, new and secondhand, for all pre-war Benta, Bentley cars, all repairs and service; specialists in the repair to damaged engines.—Crompton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [0490/R]

BERKELEY
 DUNCAN HAMILTON & Co. offer:—

1957 Berkeley 3,000 miles, red, 3 months old, bargain; £395.

33 High Rd., Byfleet, Surrey. Byfleet 3101-2. [C1091]

NAYLOR & ROOT Ltd., (Established) 1920.

DEC. '56 Berkeley 2-seater, blue, grey interior, 1,600 miles only, excellent value; £445.

CLAPHAM Junction, S.W.11. Battersea 2252. [C3022]

Berkeley Cars Wanted
 PRIVATELY sought, Berkeley sports car.—Mr. Talmadge, 72, Sussex Ave., Isleworth, Middlesex. [1688]

B.M.W.
 1957 (June) B.M.W. 502 V-8 3.2-litre 4-door saloon, colour velvet red, beige hide upholstery, radio, an exceptionally fine car, beautifully finished, very fast and smooth, mileage only 4,000, fully guaranteed, price £2,700. H.P. part exchanges arranged.—A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middx. Hounslow 0011. [C2015]

BOND MINICAR
 1956—197cc Bond 2-str., blue finish; £199/10.

1957, 197cc Bond 2-str. de luxe, self starter, spare wheel, transmitters; £269/10. 1957, 197cc Bond 2-str. de luxe, hard top, transmitters, spare wheel, bronze finish; £275, terms exchange.—Claire Rye, Ltd., 95-921, Fulham Rd., S.W.6. Renown 6174. [1597]

Bond Minicar Wanted
 ROWLAND SMITH'S, the Bond buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

WANTED, 50 second-hand 3-wheelers for cash.—T.7 Kings Motors, New Rd., Oxford. Tel. 48458. [W3136]

Bond Minicar Spares and Service
 RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0627/R]

BORGWARD
 1956 TS saloon, black, ivory upholstery, one owner, 27,000 miles, extra in 100% condition throughout; £360.—Bradshaw, Buckland, Ayresbury, Aston Clinton 332. [1909]

BORGWARD.—You will hear of something to your advantage if you contact the Devon and Cornwall distributors.—Beymour Horwell Garages, Newton Abbot 545.

BORGWARD

RODNEY HOWARD & Co., Ltd., sole London distributors, offer all new models from stock including:—

1958 Borgward TS75, white with red roof, 2,400 mls., £1,325.

1957 Borgward TS75, blue with blue interior, 2,200 mls., as new; £1,225.

1957 Borgward Combi estate car, dark grey, radio, 4,000 mls. only; £1,195.

1956 Borgward TS75, silver grey, overriders and spots, etc., one owner, 11,000 mls., exceptional condition; £1,045.

1956 Borgward 60, Nylon grey with red interior, excellent condition; £895.

1955 Borgward 60, black, radio, Arbath exhaust, superb condition; £875.

1955 Borgward 60, blue, radio, overriders and spots, etc., one owner, like new; £875.

DEMONSTRATIONS in anywhere, any time.—16, Albemarle St., London, W.1. Tel. Hyde Park 7166. [1810]

REG TIMMS offers the largest and most comprehensive stock of used Borgwards in the country, all carry a full guarantee.

1957 (June) Isabella TS75 saloon, dark metallic blue, 2,100 miles only, upholstery as new; £1,225.

1956 (June) Isabella TS75 saloon, fish silver grey with red, fitted a host of extras, including pass lights, reversing lights, overriders, headrests, whitewall tyres, 11,000 miles only, one owner; bargain price £1,060.

1956 (May) Isabella 60 saloon, nylon grey with red, several extras, one owner, low mileage, unmarked and in excellent order; £860.

1955 (June) Isabella 60, aero blue with red, fitted radio, heater and host of extras, one owner, carefully maintained and looks like a 1957 model; £875.

1957 Isabella Combi Countryman, very low mileage, and attractive price; particulars on request.

WE can offer very early delivery of all new models and including hard top coupe; we are interested in part exchanges, immediate hire purchase facilities available to all normal insurance rates; you must in your own interest contact us first for your used Isabella; offers invited for delivery middle of February.

1958 (January) Isabella hard top coupe, Dover white with brown and white Dunlopillo luxhide interior, folding bed trunk seats, 2,000 miles, used by only one person, practically as new and fully guaranteed.—28-30, High Town Rd., Luton. Tel. 3954-5. [C4124]

Borgward Cars Wanted
 RODNEY HOWARD & Co., Ltd., are interested in all good used Borgwards.—16, Albemarle St., W.1. Tel. Hyd. 7166. [0965/R]

BRISTOL

ANTHONY CROOK, largest distributors of Bristol cars in the world, will shortly commence delivery of the new 406 2.2-litre; also 2 new 405 cars and choice of 17 used examples of all models in stock; prices from £225.

ANTHONY CROOK MOTORS, High St., Esher, Tel. 4580. [C1063]

1948-9 Bristol 400 saloon, outstanding condition; £565.

SCOTT CARS 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

CLAND & TABOR, Ltd., Welwyn By-pass, Herts. A Welwyn 481/2/5 offer:—

1950 Bristol 401 Bristol red with beige leather, radio and heater, very good history and in excellent condition; £795. [C1001]

405 saloon, 1955, recorded mileage under 19,000, immaculate car; £2,250; no offers.—Box 4055. [1297]

1951 series Bristol 401, all extras, superlative condition, full overhaul completed, faultless; £875.—Eaton Motors, St. Neots 8497. [1867]

CEDAR SERVICE STATION, Ltd., Fareham, B.istol distributors, Hants, Dorset and Wiltshire, welcome your inquiries for new and second-hand Bristols; part exchanges, deferred terms.—Tel. Fareham 2277. [0994/R]

1956 Bristol 405 drop head coupe, grey with red leather trim, fitted radio and many extras, 12,000 miles, one owner, fully guaranteed.

1952 Bristol 401, finished in bottle green, exceptional condition.

1950 Bristol 400, finished in blue, one owner since new.

CEDAR SERVICE STATION, Ltd., Fareham. Tel. 2277. [1616]

Bristol Cars Wanted
 J. H. BARTLETT, the Bristol buyers.—27, Pembroke Villas, W.11. [W1013]

ROWLAND SMITH'S, the Bristol buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

ANTHONY CROOK largest cash buyers. Used Bristols desperately required especially at the moment types 404 and 405.—Esher 4580. [W1063]

Bristol Spares and Service
 R. F. FUGGLE, Ltd., Bristol spare parts and service.—Bushey Heath, Herts. Tel. 1695. [82017]

BROUGH SUPERIOR

JACK BOND (VINTAGE AUTOS) offer:—

1937 drop head coupe, actual show model, truly immaculate; £425.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929/8330. [C4079]

B.S.A.

£165—B.S.A. Scout 10 2-seater sports Mk. VI, 1930, excellent condition and tyres.—Hyd. Motor Co., Colindale 7898. [C2133]

B.S.A. Spares and Service
 BASIL ROY, Ltd.—B.S.A. (Scout model); spares; comprehensive stock wholesale and retail.—161, St. Portland St., W.1. Langham 7735. [0144/R]

Bugatti Spares and Service

J. LEMON BORTON, Bugatti spares, Edgware Rd., N.W.2. Gladstone 7877. [0071/R]

BUICK

SCOTT CARS offer:—

1950 Buick Roadmaster, Dynaflo transmission, radio, heater, really outstanding condition, must be seen to be appreciated.

1951-2 Buick special saloon, radio, heater, almost as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3905, 345, High Rd., Wembley; for full list see under American Cars. [C4015]

1953 (Nov.) Buick Roadmaster Riviera saloon, black, radio and heater, power steering, tinted glass, etc., low mileage, one owner.—Desborough Park Autos, High Wycombe 3113. [C2129]

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Buick cars.—345, High Rd., Wembley. Wembley 3905, 8691.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0303/R]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Edgware 7911. [0141/R]

CADILLAC

SCOTT CARS offer:—

1956 (October) Cadillac, power steering, power brakes, radio and heater, 6,000 miles only; this car is absolutely as new.

1948-9 Cadillac coupe de ville, Hydramatic drive, radio, heater, power-operated windows and seats, immaculate.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

1947 Cadillac Fleetwood, metallic red, Hydramatic, one owner, 7,000 miles only (not a misprint); £795.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3905, 345, High Rd., Wembley; for full list see under American Cars. [C4015]

1950 Cadillac fixed head 2-door coupe, black, radio, heater, etc.; £775.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858.

1950-1 Cadillac Fleetwood sedan 62 model, Whitewall tyres, radio, seat covers; terms, exchanges.—Cathedral Garage, St. Faiths Lane, Norwich. Tel. 2587-8. [1228]

1955 Fleetwood Special model 60 4-door saloon, guaranteed only 8,000 miles, black with grey nylon upholstery, hydramatic transmission, power assisted steering and brakes, self-erecting radio; £2,750.—Campbell Symonds, Wembley 6262. [C1097]

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillac.—91-95, Fulham Rd., S.W.3. Kensington 4858.

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Cadillac cars.—345, High Rd., Wembley. Wembley 3905, 8691. [W4015]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Edgware 7911. [0012/R]

CHEVROLET

SCOTT CARS offer:—

1957 Chevrolet Bel Air, right-hand drive, pillarless 4-door saloon, absolutely as new.

1955 Chevrolet Bel Air, right-hand drive, Powerglide automatic 2-door pillarless saloon, radio, heater, outstanding condition.

1953 Chevrolet convertible, power-operated hood, radio, heater, excellent condition.

1953-4 Chevrolet Powerglide, fully automatic right-hand drive, radio, heater, outstanding condition.

1952 Chevrolet de luxe, radio, heater, excellent condition throughout; £495.

1950 Chevrolet de luxe, right-hand drive, excellent condition.

1948 Chevrolet Fleet Master, right-hand drive, radio, heater, excellent condition; choice of 2 from £300.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

CHARLES POLLETT Ltd., offer:—

1956 Chevrolet Bel Air saloon, V8 r.h.d., black, black and white upholstery, radio, low mileage, sold and maintained by us 6 months' guarantee; £1,425.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

1954 Chevrolet r.h.d. 4-door Pillarless saloon, 2895.

1957 V8 engine, radio, heater, 8,000 miles; £1,795.

BRITISH & COLONIAL MOTORS Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3888. [C1097]

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3905, 345, High Rd., Wembley; for full list see under American Cars. [C4015]

1957 Chevrolet, Bel Air 4-door pillarless saloon, RHD 2-tone colour, low mileage, radio, heater, etc.; £1,895.

1951-2 Chevrolet coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [C3036]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHEVROLET

1953 Chevrolet saloon, 4-door, r.h.d., heaters, covers, grey, maintained by Chevrolet, 38,000 miles, 24mpg, £695 or near offer, London.—Palmer Green 1878.

1950 series Chevrolet 4-door new style saloon, cream and red, radio, etc., £385; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

DIRECTED by the Commissioners of H.M. Customs and Excise, the Measham Motor Sales Organisation, Ltd., announce that the following car will be offered for sale at Sales Headquarters, Measham, Burton-on-Trent, at 3.40 p.m. on Tuesday the 18th February, 1958.

1951 Chevrolet saloon, model 2103, Reg. No. LCW 501, first registered in England 14th October, 1953; chassis No. 2R192911; this car is a left-hand drive model, speedometer reading 32570; exterior colour grey. [1596]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Chevrolet cars.—345, High Rd., Wembley, Wembley 3905, 8691. [W4015]

Chevrolet Spares and Service

CHEVROLET—Concessionaires for the United Kingdom, hold good stock of spares; same day service.—B. & C. Concessions, Ltd., 46/50, Gloucester Avenue, Regents Park, N.W.1. Primrose 0161. [0677/R]

CHRYSLER

1957 Chrysler Plymouth Savoy automatic, metallic blue and light blue with blue interior, radio, heater, 10,000 miles.

FRANCIS MOTORS, 395, Humberstone Rd., Leicester, Tel. 66504. [C2181]

1952 (late) Chrysler New Yorker convertible, fluidmatic drive, power-operated hood, radio, etc.; a most imposing example; £635.—West Street Motors (Brighton), Ltd., 78, Rowland Smith, Brighton, Tel. Brighton 21245 and 28848. [C4097]

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belisle Rd., Swiss Cottage, N.W.6. Mal. 5555-2155. [0643 R]

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models. Exchange reconditioned units in stock.—59-65, Belisle Rd., N.W.6. Mal. 5555-2155. [0495/R]

CITROEN

LEX

THE Ace

CITROEN distributors.

1956 Citroen DS19 saloon, duotone finish.

1955 Citroen 6H saloon, hydropneumatic suspension.

1955 Citroen L15 saloon, Peacock blue.

1954 Citroen L15 saloon, grey, choice of three.

1953 Citroen L15 saloon, black, choice of four.

1953 Citroen Family 15 saloon, black, sunroof.

1952 Citroen L15 saloon, black.

ALL Ace triple tested and guaranteed.

PART exchanges, H.P. terms, open all day Saturdays.

LEX, The Ace, North Circular Rd., N.W.10. Elgar 5585-9. [C3134]

CNK

1950 Citroen 6 saloon, black/red, sunroof, X tyres, outstanding order; £345.—CNK Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

T vice.—46, London Rd., Kingston 6301-2-3. [C2124]

CITROEN from 2CV to DS19.—Worthing Motors, Ltd., Broadwater Rd., Worthing. [0703]

N.W. London distributors.—Blackbird Hill Garage for Citroen sales and service, Kingsbury, N.W.9. Col. 6134. [0135 R]

1950 Citroen Light 15 saloon, sun roof, heater, immaculate car; £340.—154, Lancing Rd., Orpington. Tel. 22435. [C1163]

325 gns.—Citroen Light 15 1949 sports saloon, grey, sliding head, red leather, excellent condition; terms, exchanges.—Rowland Smith, below.

CITROEN 2CV scarce model, 1955 r.h.d. convertible saloon, overdrive, amazingly economical, bargain price; 365 gns.; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1950 Citroen Light 15 saloon, sun roof, heater, immaculate throughout, only wants seeing; £340.—154, Lancing Rd., Orpington. Tel. 22435. [C1163/1]

1950 Citroen Light 15, mist green with dark green wings, sliding head, v.g. condition, private enthusiast returning to motor cycling; £325 o.n.o.—Putney 1807. [1706]

1955 (Sept.) 2CV van, extras, £265; 1949 Light 15, £60 extras, £325; both good, consider cash and French model exchange.—Details, Milner, Ribchester, Lancs. [1765]

1954 Citroen L15 grey saloon, l.h.d., new Michelin Xs, 27,000 miles, one careful owner; £410 o.n.o. for quick sale.—Curtis, 11, Lincoln St., London, S.W.3. Tel. Ken. 8464. [1785]

DS19 Citroen saloon, maintained by manufacturers and in excellent condition with all latest modifications, guaranteed. £1,075.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

CITROEN

C. G. NORMAN (VICTORIA), Ltd., Citroen sole distributors for the County of London; service, spares and replacement units, fully guaranteed, used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R]

Citroen Cars Wanted

LEX

THE Ace

ARE always in the market for good used Citroens.

LEX, The Ace, North Circular Rd., N.W.10. Elgar 5585-9. [W3134]

ROWLAND SMITH'S, the Citroen buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

GOOD Citroen required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

CNK MOTORS urgently require Citroens, all models.—553, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052]

Citroen Spares and Service

LEX, The Ace, North Circular Rd., N.W.10. Elgar 5585-9. [C3134]

SPECIALISED Citroen repair service.

48-hour C.O.D. service for spare parts—anywhere in the U.K.

LEX, The Ace, North Circular Rd., N.W.10. Elgar 5585-9. [C3134]

SOUTH of the Thames

BAILES of CROYDON, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R]

SHRIMPSTON'S MOTORS, Ltd., Distributors, W.4. Showrooms: 242-4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Services: 137-143, High Rd., Chiswick, W.4 (Chiswick 1159) [0727/R]

TRICOLORE GARAGE, Citroen specialist.—24-hour breakdown service.—Aldershot Rd., Worplesdon, nr. Guildford. Tel. Worplesdon 66. [84114]

FOR quick service and good sales in Central London for your Citroen, consult the Lorraine Engineering Co., Ltd. and ask for Mr. Hammond, 29 and 30, Euston Mews, Queens Gate, S.W.7. Knightbridge 8464-6974. [S1026]

Continental Cars Wanted

ALL makes and models.—Searle, Ltd., 14, Bridge Rd., Chertsey, Surrey. Tel. 2389. [C4069]

COOPER

COOPER Mark X.—Michael Christie's own special, race, with 1,000cc engine and spare, unused 1,000cc engine; also 1952 A70 pick-up, complete with metal canopy and separate trailer to match, which will sleep 2 and take any post-war racing car; also large quantity of spares; genuine enquirers please send for details and list; inspection invited.—Alexander Engineering Co., Ltd., Haddenham. [C1094]

DAIMLER

LEX Daimler Conquest, two-tone maroon and silver.

LEX GARAGES, Ltd., The Dome, Great West Rd., Brentford, Middx. Ealing 2771. [1557]

ELM AUTOSALES offer:—

1950 Daimler Consort, black, green leather, heater, low mileage, fastidiously maintained and thoroughly recommended by us; £450.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

JACK ROSE, Ltd., offer:—

1955 Daimler Century drop head convertible, fitted H.M.V. radio, power-operated hood; this vehicle has had one owner, and the condition is almost as new; accept £1,085.—Stafford Rd., Wallington, Surrey. Wallington 6677; also Burgh Heath 2376. [C3056]

GLANFIELD LAWRENCE offer:—

1951 Daimler Consort, black, one owner, immaculate; £525.—407, High Rd., N.12. Finchley 0091. [C2053]

H. BEART & Co., Ltd., offer:—

1955 Daimler Conquest saloon, finished in duo blue grey, heater, radio, screenwashers, magnificently maintained; £825.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081]

SWANMORE GARAGE, Ltd., offer:—

£16,000 new! The fabulous sports fixed head coupe by Hooper, 3-tone blue with lizard skin interior, trimmed with blue leather, lavishly equipped throughout, 17,000 miles only, a magnificent sight; further details on request; £3,850.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024]

CHIPSTEAD MOTORS, Ltd., offer:—

2/3 seater 1957 model roadster drop head coupe, recorded mileage 7,600 only, virtually as new.—142, Holland Park Ave., W.11. Park 3443-6. [C1046]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

DAIMLER Consort saloon, 1952, finished in grey with blue hide upholstery, radio and heater, good sound condition throughout; £550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Road, Guildford, Surrey. Tel. Guildford 62807. [C1087]

1950 Daimler 2½-litre saloon, black; £450.—Odeon Motors, Ltd., Bar 1144. [C3028]

DAIMLER

1949 Daimler 2½-litre saloon, in really outstanding condition; £355.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6760/779. [C4019]

CHARLES FOLLETT, Ltd., officially appointed Daimler retailers.

SHOWROOMS—18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE—Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

1954 Daimler Century saloon, black, fawn leather, radio, low mileage, superlative; £825.

1956 Daimler, One-o-Four saloon, one owner, 14,000 miles, H.M.V. heater, extras; outstanding throughout; £1,595.

R W.1. Hyde Park 2952/3/4. [C3052]

WEST STREET MOTORS (EAST GRINSTEAD), Ltd., London Rd., East Grinstead, Sussex.

LATE 1949 Daimler 2½-litre Barker super sports L special convertible, this machine compares with new and has had one owner for its genuine 35,000 miles, it has been carefully maintained and looks worth its original cost of £3,000, overdrive and top gear make this a superb motor vehicle and a pleasure to own and drive. £695.

WEST STREET MOTORS (EAST GRINSTEAD), Ltd., London Rd., East Grinstead, Sussex. East Grinstead 3841 (10 lines). [1572]

DAIMLER—Always a good selection available at Coverdale & Jeffs, Ltd., Daimler Spares, Bristol 38241. [0667/R]

CASS'S MOTOR MART—1949 Daimler 2½-litre saloon, black, 1952 Daimler Consort saloon.—5, Warren St., W.1. Euston 4110. [C1049]

1955 Daimler Century saloon, silver/black grey trim, radio, one owner; £395.—Dorking Motor Co., Ltd., Dorking 2256. [C1088]

1951 Daimler Consort saloon, heater, outstanding car, guaranteed; £450; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

1952 special sports coupe, 2½-litre by Barker, one owner, in first-class condition throughout, in two shades of grey; £795.

TERRIFIC CARS, Ltd., 884, London Rd., Thornton Heath, Surrey. Tel. 3037 or Caterham 4976. [1878]

G & M ALFREDS (1936), Ltd.—Daimler 1951 Consort saloon, far above average; guaranteed.—6-7, Warren St., W.1. Euston 3268. [C1005]

1954 (June) Daimler Conquest Century saloon, fitted radio, 19,000 miles, new 8.500, Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001]

1950 Daimler Consort in exceptionally good condition, engine recently overhauled, bargain; £445.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0586. [C1121]

£560—1952 Daimler Consort 2½-litre saloon, fitted radio and heater, in quite faultless condition coachwork unblemished.—Jennings, Richmond 3368. [C5103]

1954 (Oct.) Daimler Conquest Century saloon, one owner, radio and other extras, black/green interior; £865.—Wheeler (Newbury), Ltd., Newbury 1020. [C4123]

1956 (October) Daimler 104 3½-litre saloon, black with red leather, H.M.V. twin speaker radio, passed 100% by Daimlers; £1,495.—Campbell Symonds, Wembley 6262. [C1037]

1957 Daimler Century saloon, automatic drive, 6,000 miles only; £1,495.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3589. [C1027]

1954 Daimler Century, green with green interior, latest type heater, guaranteed; £895.—Campbell Symonds, Wembley 6262. [C1037/1]

SPECIAL Sports coupe, 1952, Barker body, 2½-litre, overdrive, twin carbs, radio & heater, 2-tone grey, one owner; beautifully kept vehicle; £735.—Auto Traders (London), Ltd., Euston 5259. [1599]

£995—1955 Daimler convertible, a one-owner, low-mileage motor car in condition almost indistinguishable from brand new, silver grey with red hide interior, faultless order.

14 other post-war Daimlers available and 400 other cars, see display advert in this issue, write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, Exchanges. [C1055]

AZ MOTORS offer 1952 Consort, 27,000 miles only, one owner since new, fitted loose covers and heater, superlative condition; real opportunity; £525!!

Also 1935 15 coupe, £451.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

495 gns.—Daimler, December 1951, 2½-litre Consort saloon, blue, blue leather, preselector, radio, heater, one owner, exceptional; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1956 Daimler 4½-litre 4-light sports sal., 9,000mph, one owner, 10,000 miles only, colour black, overdrive, radio, heater, etc., cost £3,400, perfect condition, guaranteed; £1,795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

1952 Daimler special sports Barker d/h coupe, engine, recent respray and new hood, excellent condition, open to any expert examination, guaranteed; £745.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

£498—Daimler Consort 1952, most exceptional opportunity, beautifully maintained, excellent tyres, host extras, looks like £1,000; many others A.A. or R.A.C. exams welcomed, exchanges, hire purchase.—1, Crompton Road, W.11. (5000) Holland Park Tube. Park 5066-7. [C1017]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

STRATSTONE, the leading Daimler agents for 35 years have a comprehensive stock of all types of good used Daimlers.—Stratstone, 40, Berkeley St., W.1. (C4022)

£599!!!—Daimler Consort de luxe saloon, this is the specimen model you are looking for, drive it, it's superb, look inside, absolutely unmarked, black cellulose brand new, we are confident that this is the finest available to-day. First road. Dec. 1951 but looks and runs like 1956 model; also available, Daimler limousine full 8-seater, Daimler Barker special sports convertible, also 2 Daimler 2½-litres from £365.

LAMBS OF WOOD GREEN (Established 1897); 100 cars; 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley £522. (C2052)

LIMOUSINE, November, 1947, D.E. 27hp Hooper, forward occasional, cloth rest, electric division, boot, one private owner, recent engine and gear box overhaul by the Daimler Co., Ltd., reasonable mileage, black, £1,075.

JACK ALPHE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. (C1103)

Daimler Cars Wanted

ALPE & SAUNDERS Ltd. require D.E.36 or 27hp Saloons or Limousines in above average condition. Ltd., Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. (W1006)

ROADSTER 2-seater.—Chinestead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445-6. (W1046)

ROWLAND SMITH'S, the Daimler buyers; highest cash prices.—Hamptstead High St., N.W.1. (W4018/R)

XXX Excellent cash price offered for good Daimler.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

ALMOST new Daimler required immediately.—A Morley, 76, Cambridge Rd., Kingston, Kingston 8885. (W3016)

NEARLY new or small-mileage Daimler wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (W2008)

Daimler Spares and Service

DONALD VINCE OF CROYDON, Service and Sales Specialists for Daimler and Lanchester.—Kilminster Rd., Croydon, Tel. 5775 and 1147-8. (0688/R)

DEBMAN MOTORS have been Daimler and Lanchester specialists for 45 years; only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Kni. 0421. (0156/R)

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services Daimler cars, preselector gear box exchanges and 48-hour repairs.—109, Fulham Rd., Chelsea, S.W.3. Ken. 7301.7321. (0236/R)

DELAHAYE

1949 Penock drop head 5½-litre, requires minor body attention; offers invited.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 5711. (C3945)

DELLOW

1950 (Dec.) Dellow, 2-seater sports, twin spares, B.R.G. road trim, very good general condition; £299.—Chubman Autos, Ltd., 136-142, High St., Tooting, S.W.17. Balham 3484. (C1161)

D.K.W.

cabriolet, in good running order; £85.

DKW fixed head saloon, completely rebuilt, the most outstanding pre-war car we have yet rebuilt, 6 months' guarantee.

DKW B. & M. Garages, Ltd., for D.K.W. cars, genuine spares, guaranteed repairs and overhauls; terms, exchanges, etc.—42a, St. Michael St., Paddington 6877. (0016/R)

DODGE

£375 or near offer, Dodge saloon, tax and insured L.H.D., smart and excel. condition, first reg. 1955 in U.K.—Crown Appliances, 18, Gipsy Hill, London, S.E.19. (1697)

EDEL

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9.

FIAT

CVR—C. V. RUSHMER AUTOMOBILES, the Fiat specialists.—1900, 1400, 1100, 600, 500, 1100 saloon, 7,000 miles, as new, guaranteed; £725.

1957 Fiat 600 saloon, low mileage, showroom condition; choice of two from £450.

1955 C. V. RUSHMER AUTOMOBILES, 45c, Holland Park Mews, W.11. Park 5731. (C3061)

A **ANTHONY CROOK**, Fiat distributors and sole concessionaires for United Kingdom for Abarth Fiat; all new Fiat in stock and large selection of used 500, 600, 1100 models.—Anthony Crook, Ltd., Esher 6500, Surrey. (C1085)

L **LEX** **1955** Fiat 500 Belvedere estate car, grey, radio and heater.

1955 Fiat 600, blue, with heater.

LEX GARAGES, Ltd., The Dome, Great West Rd., Brentford, Middx. Ealing 2271. (1569)

J. DAVY, Ltd., Fiat and Simca distributors.

1957 Fiat 600 saloon, screenwashers, one owner, 3,800 miles, comprehensive guarantee; £550.

1956 Fiat 1100 (registered April '57), screenwashers, etc., one owner, comprehensive guarantee; £655.

180—184, Kennington High St., W.8. Wes. 7181.

215, Brompton Rd., S.W.3. Kni. 4215. (C1069)

FIAT

H. C. PAUL, Ltd.
1957 Fiat 500 coupe, green, 1,000 miles only; £485.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. (C3040)

TOLWORTH MOTORS, Ltd., offer:—

1957 (Nov.) 1100, 1,000 miles, as new; £765.

1956 (Sept.) 1100, one owner, 18,000 miles, radio, heater, spot lamps, badge bar, immaculate; £585.

1956 (Nov.) 600, one owner, 9,000 miles, Ace discs covers, washers, as new; £525.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4061)

GORDON & GLYNN, official Fiat agents, offer:—

1955 Fiat 600 saloon, green; £465.

NEW 500, 600, 1100 models available.—Gordon & Glynn, 73, Cadogan Lane, Sloane St., S.W.1. (2 mins. Sloane Square Tube.) Sloane 8326. (C2075)

RICHARDS & CARR, Ltd., are always best value.

1957 500 convertible, latest model, 1,200 miles, as new; £475.

1957 1100, 8,000 miles, one meticulous owner, as new throughout; £695.—35, Kinnerton St., S.W.1. Belgrave 5711. (C3045)

MAYFAIR GARAGE, Ltd.—Unrivalled Fiat service.

MAYFAIR 600 convertible saloon, registered Jan., 1957, pale blue, as new; £565.

MAYFAIR 600 hardtop saloon, May 1956, dark blue, almost as new; £510.

MAYFAIR—As above, May 1955; £465.

MAYFAIR—500c convertible coupe, April 1955, 2-colour, brown/beige, immaculate; £400.

MAYFAIR—500c Belvedere station wagon, grey, almost new; £465.

MAYFAIR—Two pre-war 500 coupes at £100 and £145.

MAYFAIR—Full list on request; any make car/mcycle exchanged, hire purchase.

MAYFAIR—Fiat Showrooms, 9-6, Sats. 9-5.

FIAT 500 coupe, good condition, taxed and insured; £100 o.n.o.—Dartford 5137. (0166)

FIAT 1400 saloon, July 1954, perfect mechanical order, quick sale; £485.—Spicers Car Sales, Tel. Hitchin 2037. (1705)

MOST 1958 Fiat models on show, also a selection of guaranteed used Fiats which include 1956 Fiat 600, 1956 Fiat 1100, 1953 Fiat 1100, 1952 Fiat 1100.

HUXFORD & SON, Ltd., Fiat distributors, The Fairway Garage, West St., Portchester, Hants. Cosham 76770. (C4127)

1955 Fiat station wagon (Belvedere); price £395.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (C4051)

SEVERAL Fiat demonstration models available, low mileage, perfect condition.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 9651. (0076/R)

TANKARD & SMITH, Ltd., offer 1955 Fiat 600, grey, outstanding condition; £455; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4861. (C4025)

625cns—Fiat 600, late 1957, Multiple estate car, blue-grey, heater, one careful owner, 5,400 miles, practically new; terms, exchanges.—Rowland Smith, below.

295cns—Fiat 500C registered 1954 convertible, ohv engine, occasional rear seating, PVC hood, excellent condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hamptstead (Hamptstead Tube), Hamptstead 6041. (C4016)

FIAT Cars Wanted

and last model, urgently required.—35, Kinnerton Street, S.W.1. Belgrave 5711. (W3045)

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Bishops Bridge Rd., W.2. Amb. 1061. (0695/R)

ROWLAND SMITH'S, the Fiat buyers; highest cash prices.—Hamptstead High St., N.W.3. Ham. 6041. (W4018/R)

C.V.R. C. V. Rushmer Automobiles must have good Fiats; top prices.—45c, Holland Park Mews, W.11. Park 5731. (W3061/R)

S & S MOTORS, London's largest Fiat stockists.—Fully equipped, trained mechanics.—Bay 1644. (0145/R)

FIAT genuine spares from Fiat (England), Ltd., and officially appointed distributors and dealers throughout the country. (0909/R)

PREMIER MOTORS, main London dealers/distributors for Fiat spares, accessories and service, open 9 a.m. to 5 p.m. Monday to Saturday.—295, Lewisham High St., S.E.13. Lee Green 1051. (03063)

FIAT 500, 1100 spares, full range, reconditioned units, metric spanners, modified high performance cylinder heads 600, 1100, 506C, in exchange, £15/10.—Derrington, 159-161, London Rd., Kingston, Surrey. 5621-2. (81071)

FORD (H.P.)

1952 Ford 8 saloon, one owner, excellent condition, 24,000 miles; £310.—Haskins, Ladbrooks 1155. (C3027)

FORD ANGLIA

A1 at Brown's.

1955 (Aug.) Ford Anglia saloon, black and red interior, extras include heater, wing mirrors, etc., 19,000 miles only, in exceptional condition throughout; £465.

1953 (April) Ford Anglia saloon, export model, blue, interior to match, many extras, A1 guaranteed; £295.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

FORD ANGLIA

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Ed., Harrow Weald, Middlesex (opp. Bus depot). (0099/R)

R. C. WIMBUSH, Ltd., offer:—

1956 Ford Anglia de luxe saloon fitted with a heater and wing mirrors, one owner since new, 15,000 miles only, immaculate throughout; £515.—312, Earia Court Road, London, S.W.3. Frenantie 6401. (C4066)

DAGENHAM MOTORS, Ltd., Ford main dealers.

A **FINE** selection of A1 Ford Anglias always available; phone for our list.—Used Car Dept., Perivale 3388. (C1066)

1957 (Jan.) Ford Anglia saloon, black, one owner; £495.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. (C3023)

1955 model Ford Anglia, heater, one owner, excellent condition throughout; £445.

SOTTI CARS, 341-347, Finchley Rd., Hamptstead, London, N.W.3. Hamptstead 8676.7778. (C4016)

1956 Ford Anglia saloon, beige, heater, 14,000 miles, as new; £495.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Chad. 3440. (C3050)

1954 Ford Anglia, black, in immaculate condition, 24,000 miles only; £365.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. (C1129)

1955 Ford Anglia, one owner, 19,000 careful miles, an exceptional example; £465.

EXCHANGES, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. (C4089)

1956 Ford Anglia de luxe saloon, fitted heater, kept in immaculate condition by one owner; £515.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. (C2008)

1956 (November) Ford Anglia de luxe duo-tone heater, many extras, as new; £525.—Hale Motors, Tot. 7771. (C3077)

495cns—Ford new Anglia, 1957 saloon, grey/red, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

265cns—Ford Anglia late 1949 saloon, carefully used; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hamptstead (Hamptstead Tube), Hamptstead 6041. (C4018)

1957 (March) Anglia, heater, 6,000, as new; £515.

—Bruce France, 20, Cromwell Mews, South Kensington. Flaxman 0513. (C3096)

1954 Anglia, excellent condition throughout, 19,000 miles only; £450 o.n.o.—Mr. Orbach, 64, Cromwell Ave., Highgate, N.6. Mount View 9022. (1801)

1955 model two-tone colour, one owner, many extras, immaculate condition; £460.—Bridge Motors, Leatherhead 2564. (C1136)

ALLAN TAYLOR MOTORS always have an excellent selection of Anglias and Prefects to chose from; full details on request.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). (C4104)

1956 Ford Anglia, superb order; £500.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C4019)

1953 (July) Ford Anglia, green, reconditioned engine, one owner; £325.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Svl. 4441. (1225)

FORD Anglia, 1953, immaculate condition throughout; £315.—Norman John (Engineering), Ltd., 60, Chiswick High Rd., London, W.4. Tel. Chiswick 8411. Ext. 8. (1225)

1955 (October) Anglia saloon, heater, one owner, guaranteed; £445; terms, exchanges.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704. (C3034)

1955 Anglia, green, taxed for year, one careful owner, heater, fog lamp, wing mirrors, excellent condition; £470.—Poyle Service Garage, Ltd., Colnbrook 2429. (1857)

1956 Ford Anglia, black with red upholstery, fitted with heater, in immaculate condition; £475.

Sutton Court Motor Co., 154, Sutton Court Rd., Chiswick, W.4. Chiswick 0911. (1144)

1955 Ford Anglia, black with red interior, one owner from new; £465; hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C3035)

ROWLAND SMITH'S, the Anglia buyers; highest cash prices.—Hamptstead High St., N.W.3. Ham. 6041. (W4018/R)

FORD POPULAR

A1 at Brown's.

1955 Ford Popular saloon, grey, blue interior, heater, trafficators, parcel tray, recon. engine, taxed year, exceptional condition; £325.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. (C1066)

DAGENHAM MOTORS, Ltd., Ford main dealers.

A **FINE** selection of A1 Ford Popular cars always available; phone for our list.—Used Car Dept., Perivale 3388. (C1066)

1955 (October) Popular saloon, trafficators, parcel shelf, 22,000 miles, excellent; £310.—Robbins, East Putney, Tel. 7881. (C3010)

1954 Popular, heater, magnificent, guaranteed; £275; payments.—Vaughan, 17, Actwood Mews, S.W.7. Fro. 1319. (C4076)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD POPULAR

1957 Popular, green, 7,000 miles only, fitted with extras; £355.

1955 Popular, fawn, several extras, one owner; £320.

BRENT CROSS GARAGE, Ford distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. [C1097]

1956 (June) Popular, perfect throughout; £350 o.n.o.—59, Sheenwood, Westwood Hill, Sydenham, S.E.26. After 7 p.m. or week-ends. [1772]

365 ens.—Ford Popular 1957 model saloon, green/used; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016]

Ford Popular Cars Wanted

ROWLAND SMITH'S, the Popular buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD 14.9

£55—1933 Ford 14.9 saloon, in really outstanding condition throughout; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

FORD PREFECT

A1 at Brown's.

1955 (Jan.) Ford Prefect saloon, black, red interior, heater, many extras including town and country tyres, beautifully kept and maintained and in really exceptional condition throughout; £485.

W Harold Perry, Ltd., 359, Finchley Rd., N.W.3. Ham. 2284. [C1025]

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W Harold Perry, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot). [1010/R]

R HARDY & SON offer:—

1957 Ford Prefect, fawn/red upholstery, 5,000 miles only; £565.—52-55, Marylebone High St., W.1. Hunter 0942. [19604]

L. F. DOVE, Ltd., offer:—

1955 Ford Prefect, heater, spare unused; £445.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [C1077]

FARNHAM MOTOR CO., Ltd.

1956 Ford Prefect de luxe, 15,000 miles, one owner; £525.

1956 Ford Prefect, one owner; £525.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 4873-4. [C2110]

GLANFIELD LAWRENCE offer:—

1958 (model) Ford Prefect de luxe, Ludlow green, 300 miles only; £645.—407, High Rd., N.12, Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer:—

1955 Ford Prefect saloon, blue, grey/blue upholstery, heater, 17,000 miles; £495.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6045 [C4045]

COLINDALE SERVICE STATION offers:—

1952 Ford Prefect, new engine fitted, very clean car; £355.—155-159, Edgware Rd., N.W.9. Colindale 6122. [C1165]

1956 Prefect de luxe, grey, heater; £570.

WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3434. [C4093]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Prefects always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066]

1956 Ford Prefect saloon, colour Corfe grey, with heater; £515.

1956 Ford Prefect de luxe saloon, heater and overriders, in really perfect order; £545.

1957 Ford Prefect de luxe saloon, immaculate condition throughout, works mileage only; £620.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

PREFECT (1949) black saloon, reconditioned engine; £275.—Beckenham 2350. [1910]

£475 Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055]

ALLAN TAYLOR MOTORS always have an excellent selection of Anglias and Prefects to choose from; full details on request.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [C4104]

1955 Prefect, black, taxed year, heater, covers, starting handle, fog lamp, etc.; £485.—55a, East Barnet Rd., New Barnet, Herts. [1757]

ARNOTTS offer 1952 Prefect saloon, black, red and beige leather interior, in excellent condition; £320.—Grange Rd., N.W.10. Wil. 0161. [C1167]

1955 Prefect, 16,900 miles, genuine, green, superb bargain; £445.—terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

1956 Prefect, one owner, heater; £475; terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. Ford Retail Dealers. [C3106]

1950 Prefect 4-door de luxe; genuine bargain, £285.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107. [C2024]

1956 (July) Prefect de luxe saloon, heater, wing mirrors, superb; £550.—Rawling's Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2281. [1609]

1953 Ford Prefect private car converted to really useful van, £165; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

FORD PREFECT

1956 Ford Prefect, black, fitted with heater, immaculate condition; £500.—Sutton Court Motor Co., 154 Sutton Court Rd., Chiswick, W.4. Chiswick 0911. [1644]

TANKARD & SMITH, Ltd., 1956 Ford Prefect de luxe, green, heater, excellent condition; £555; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4301. [C4025]

WALTER SCOTT, Ltd., 1956 model, de luxe Prefect, heater, black, loose covers, 17,000 miles, unmarked, one private owner; £525.—39, College Cres., N.W.3. (Swiss Cottage Tube). Pri. 4466. [C4006]

1956 d/l heater, leather, screenwashers, immaculate; late; £515, choice of six other Fords from £295-£695, h.p. terms and exchanges welcomed.—Slocumbes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4969/3954. [C4017]

Ford Prefect Cars Wanted

ROWLAND SMITH'S the Prefect buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

A MOST new Prefect required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016]

FORD ESCORT

GORDON & GLYNN offer:—

1956 Escort, heater, excellent; £515.—79, Cadogan Lane, N.20. Tel. Hillside 6621. offer.—Sloane Square Tube). Sloane 8326. [C2075]

1958 (December '57) Escort, blue, 400 miles only, cost £685; will accept £630.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 1441. [C4097]

FORD SQUIRE

W Harold Perry, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer.—

1955 (November) Squire estate car, green with matching upholstery, fitted with heater and de-mister, a useful type of vehicle; £545; hire purchase facilities available.

W Harold Perry, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

DISPATCH MOTORS, Ltd.

1957 Ford Squire, green, heater, as new condition; £595.—Southwark Bridge Rd., S.E.1. Wat. 4959. [C1164]

PERRY'S OF BOWES ROAD offer:—

1957 Squire, blue, heater, seat covers, 4,500 miles only, as new; £645.

W Harold Perry, Ltd., Perry's Corner, Bowes Rd., N.11. Tel. Enterprise 4404. [C3128]

CENTRAL GARAGE (CROYDON), Ltd.

1956 Ford Squire, green, fitted radio, heater; £560.—Central Garage (Croydon), Ltd., Fell Rd., Croydon 7464. [C1098]

FORD Squire, 1958, regd. Nov. 1957. Kenilworth blue, heater, genuine 900 miles; superb condition; £690.—Box 4057. [1299]

FORD Squire, '56, low mileage, grey, fitted many extras; £549; h.p. and part exchanges arranged. Val. 4674. [T9032]

FORD CONSUL

W Harold Perry, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer.—

1956 Consul Mark II saloon, ivory with two-tone upholstery, heater, excellent condition; £735; hire purchase facilities available.

W Harold Perry, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

A1 at Brown's.

1955 (Oct.) Ford Consul Mark I saloon, Dorchester grey, red leather interior, heater, extras include outside spare wheel, Ace Rimblishers, etc., beautifully kept and in really exceptional condition throughout; £575.

1956 and cream interior, heater, extras in superb condition throughout, 19,000 miles only; £695.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

G. S. HALL offer:—

1955 (August) Consul convertible, grey, red trim and hood, Motorola radio, whitewall tyres, spare unused, many other extras, 7,700 miles only, one owner; £695.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

A. E. WRIGHT offers:—

1957 Consul, ivory, small mileage, one owner, £60 worth of extras, as new; £715.

1956 Consul Mark II, grey, low mileage, one owner, taxed; £695.—Bedford Rd., Alexandra Park, N.22. Bow 0582. [1899]

ELM AUTOSALES offer:—

1955 Consul, black, red leather, heater, 20,000 miles, underused, one owner, like new; £565.—66-68, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

J. DAVY, Ltd., Ford dealers.

1957 Consul Farnham estate, 3,500 miles, one owner, heater, etc., immaculate, comprehensive guarantee; £385.

1956 Consul II saloon, heater, one owner, well maintained; £665.

180—184, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

PERRY'S OF BOWES ROAD offer:—

1956 Consul Mark II saloons, choice of several colours available, including two-tone models from £725.

W Harold Perry, Ltd., Perry's Corner, Bowes Rd., N.11. Tel. Enterprise 4404. [C3128]

FORD CONSUL

KENNINGS, Ltd., offer:—

1956 Consul Mk. II saloon, 9,800 miles, one owner grey, heater; £700.—84-90, Holland Park Ave., London, W.11. Park 5077. [C3030]

GLANFIELD LAWRENCE offer:—

1957 Ford Consul, ivory, radio, heater, etc.; choice of 2; £725.—407, High Rd., N.12. Finchley 0091. [C2053]

B. J. HUNTER, Ltd., Austin agents, offer:—

1954 Ford Consul coupe, very attractive; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Consuls always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066]

1956 Consul Mk. II, blue, radio, heater; £730.

WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3434. [C4093]

1957 Ford Consul, heater, small mileage; £765.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5222. [C4111]

CHARLES POLLETT, Ltd., officially appointed Ford retailers, offer:—

1956 Consul Mk. II saloon, blue, heater, one owner; 6 months' guarantee; £685.

SHOWROOMS—19, Berkeley St., London, W.1. Mayfair 6266.

SERVICE—Works and Stores, Barnadea Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1957 Ford Consul convertible, leather, heater, absolutely as new; £595.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1956 Consul, black, 15,000 miles, radio, heater, and many other extras; £775.

BRENT CROSS GARAGE, Ford distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. [C1097]

1955 Ford Consul convertible, one careful owner, superb condition throughout; £575.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kingston 5333. [C4060]

1956 Ford Consul Mk. I saloon, black, low mileage; £585.—Hale Motors, Tot. 7771. [C2077]

1954 Consul saloon, heater, excellent; £475.—Robbins, East Putney, Tel. 7881. [C3010]

1957 Consul, ivory with red top, heater, 9,000 miles only, immaculate; £775.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne, Tel. 4660. [C1159]

1956 Consul, black, red leather, heater, one owner, 18,000 miles only; £595.—Campbell Symonds, Perivale 4454. [C1057]

545 ens.—Ford Consul 1955 convertible, Dorchester grey, red leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

395 ens.—Ford Consul 1952 saloon, heater, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1956 Ford Consul saloon, series II, one owner, heater, black with red and grey interior; £745.

PASS & JOYCE, 184, Great Portland St., W.1. Please ask for Mr. Draper. Tel. Museum 1001. [C3039]

1957 Ford Consul, radio, heater, leather upholstery, 8,000 miles only, as new; £735.—Swain & Jones, Ltd., Farnham 6201. [C3105]

1956 Ford Consul, 15,000 miles, one owner; £695.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 4873-4. [C2110]

1956 Consul saloon, kept in immaculate condition throughout, heater and leather upholstery; £375.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 9 a.m. to 6 p.m. [C2008]

1953 Ford Consul, black, radio, heater.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1095]

1957 Consul, dual colour, heater, overriders, mirrors, taxed year, 11,800 miles; £775.—Central Motors (Paddington), Ltd., Pad. 0766. [1794]

1957 Consul Mark II saloon, 5,000 miles, heater, immaculate condition; £750.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006]

ARNOTTS offer 1955 Ford Consul saloon, one owner, heater, green, beige interior, immaculate; choice of two from £495.—Grange Rd., N.W.10. Wil. 0161. [C1167]

1957 Consul saloon, heater, wing mirrors, one owner as new; £775.—Rawling's Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2281. [1609]

1957 Ford Consul Mk. II, Wells fawn with dust-tone upholstery, low mileage, one owner, fitted heater, Town and Country rear tyres, etc., immaculate condition; £775.

McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083]

1955 April, Ford Consul saloon, leather, heater, black/red trim, guaranteed mileage 20,000, definitely looks and runs as new, one private owner; £525.—348, King St., Hammersmith, W.6. Riv. 2637. [C3130]

1955 Ford Consul convertible, Alexander conversion, twin carburetors, town and country tyres, twin spots, radio and heater; price £595.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185/1161. [C3096]

1952 (21.11.51) Consul, resprayed delightful 1957 shade of primrose, looks 1957, immaculate interior, perfect engine, rimblishers, heater, private owner, must be seen; £410.—33, Indells, Roe Green, Hatfield, Herts. [1786]

1956 Ford Consul saloon, black with red upholstery, fitted Motorola radio, heater and screenwashers, recorded mileage 23,000, 4 months' guarantee; £595.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1340]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1957 (April) Consul Mark II, heater, immaculate, 12,000 miles, mainly long distance; £750.—Springwell Nursery, Hayes-End Rd., Hayes, Middx. Tel. Hayes 1479. [C1062]

Rowland Smith's, the Consul buyers: highest cash prices—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

ALMOST new Consul required immediately.—A Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016]

FORD ZEPHYR

W. HAROLD PERRY, Ltd. 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1956 Zephyr Mark II saloon, ivory, with red/grey upholstery, heater and de-mister, in excellent condition; hire purchase facilities available; £750. **W. HAROLD PERRY**, Ltd. 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042]

AI at Brown's.

1953 (July) Ford Zephyr saloon, black, red leather, heater, extras, well kept, serviced by ourselves, superb condition; £465.

1956 (July) Ford Zephyr saloon, ivory, red and cream upholstery, heater, extras, 10,000 miles by one extremely careful owner, practically unmarked and as new; £750; AI guaranteed.

1957 (April) Ford Zephyr saloon, blue/grey, hosts of extras including Westsboro red, chrome luggage grid, etc.; 3,500 miles only, taxed year, as brand new; £895.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2264. [C1025]

R. HARDY & SON offer:—

1956 Ford Zephyr Mk I, green/green upholstery, radio, heater, 17,000 miles, one owner; £395.

1956 Ford Zephyr Mk II saloon, ivory, green/blue upholstery, low mileage; £395—52-53, Marylebone High St., W.1. Hunter 0942. [1379]

J. DAVY, Ltd., Ford dealers.

1956 Zephyr II saloon, heater, one owner, well maintained, comprehensive guarantee; £735. 180-184, Kensington High St., W.8. Wes. 7181. [C1069]

DUNCAN HAMILTON & Co. offer:—

1957 Zephyr Mark II Farnham estate car, ivory, overdrive, radio, heater, etc., unmarked; £1,095. 33, High Rd., Byfleet, Surrey. Byfleet 5101/2. [C1091]

WARWICK WRIGHT, Ltd., offer:—

1956 Ford Zephyr Phase II saloon, green, cream and beige upholstery, heater, 10,000 miles; £825.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1956 Mark II Zephyr saloon, fitted overdrive, radio, heater, leather upholstery, genuine 11,000 miles, as new; £775.

1955 Ford Zephyr, green, low mileage; £545.

1954 Ford Zephyr, blue, low mileage; £495.

HIGH ST., Wandsworth, S.W.18. Vandyke 7222 (10 lines).

WORKING MOTORS, Mercedes distributors.

1957 Ford Zephyr convertible, every conceivable extra, including power hood, Raymond Mays conversion, Michelin X tyres, radio, etc., 9,000 miles, cost new £1,500; offered at £1,075.—Maybury Hill, Woking 4277. [C4057]

BROADWAY MOTORS, Hounslow, offer:—

1954 Ford Zephyr saloon, very special car, Laystall head, three S.U. carburetors, Michelin X tyres, beamless wheels many other extras. This is a car to appeal to the most discriminating motorist, £595; always 50 cars on view.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hounslow 9509/0175. [C1113]

SKELLYS OF MOTHERWELL, Ltd., offer:—

1957 (November) Zephyr saloon, automatic transmission, 1,000 miles only, undersealed, seat covers, etc., absolutely as new; offered at £345, a saving of approximately £200 on new price; fully guaranteed.—Skellys of Motherwell, Ltd. Tel. Motherwell 1560. [1507]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of AI Ford Zephyrs always available; phone for our list.—Used Car Dept., available 3388. [C1066]

1955 Zephyr, beige; £550.—Ashford, Middx. 2084. [C2132]

1957 Zephyr Mk. II, duo-tone, 600 miles only; £685.

WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3434. [C4093]

1957 Ford Zephyr saloon, Mark II, one owner, heater, mileage 5,763; £773.

PATMORE BROS., Ltd., 161, High Rd., Loughton, Essex. Loughton 677-8. [1745]

1957 (April) Ford Zephyr convertible, Carlisle blue, 4,000 miles, heater; £375.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3063]

1954 (Sept.) saloon, heater, one owner, immaculate; £495.—Bridge Motors, Leatherhead 2564. [C1136]

1957 (September) Zephyr saloon, heater, leather, 6,000 miles, as new; £845.—Robbins, East Putney. Tel. 7981. [C3010]

ARNOTT'S offer 1957 Ford Zephyr saloon, one owner, heater, mileage 10,000, in immaculate condition; £795.—Grange Rd., N.W.10. Wil. 0161. [C1167]

FORD ZEPHYR

£610—1955 (June) Ford Zephyr convertible, green, heater, radio, power-operated hood, showroom condition.

PHENIX MOTOR CAR (SURREY), Ltd., Phenix House, High St., Sutton, Surrey. Vigilant 0161. [C3044]

1957 Zephyr, ivory, heater; £825.—Fuller's of Coombe, Kingston By-pass, S.W.20. Malden 3666-7. [C2113]

1956 Zephyr Mk. II saloon, heater, immaculate condition, one owner; £725.—Sidney Marcus, Ltd., 33 Sloane St., S.W.1. Tel. Belgrave 3721.

£1025—Almost new Ford Zephyr automatic, 1,600 miles.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055]

1956 (September) Mk. II Zephyr convertible, power operated hood, green, heater, recorded mileage 23,000; terms, exchanges; £795.

MOBILITY CAR SALES, Ltd., 472-480, Lordship Lane, N.22. Bowes Park 1865 and Pal. 3214. [1712]

ZEPHYR Mark II convertible, first registered 1.1.57, Corfe grey/red, manual hood, heater, radio, overdrive, one owner, 25,000 miles, new tyres; £965.

ZEPHYR Mark II saloon, first registered May, 1957, Warwick green, heater, one owner, 9,600 miles; AI guaranteed; £850.

1954 Ford Zephyr, 20,000 miles, one owner, Dorchester grey leather, heater, 26 m.p.s. AI condition. Dealer maintained; £490.—11, Abers Wy., Swindon, Wilts. [1690]

1957 (August) Ford Zephyr, automatic, 4,800 miles, nylon covers, heater, as new; £925.—Portsea Motors, Ltd., 142 Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. Ham. 9661. [C3111]

1955 Ford Zephyr, two-tone beige, leather interior, town and country tyres, 26,000 miles, heater, screen washers, immaculate, trouble-free; £550 o.n.o.—Box 4218.

1956 Ford Zephyr Ph. II saloon, one owner, black, red interior, many extras; £785; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

1953 Ford Zephyr in black with red leather upholstery, fitted heater, other accessories, moderate mileage; £435.—London Cars, 592-6, Greenford Rd., Greenford, London. Waxlow 4407. [C2057]

1956 Zephyr Mark II saloon, one doctor owner, brand-new condition, 11,000 miles, heater, washers etc.; £745.—Mervyn Austin, Kensington 8962 or Welbeck 6655. [T9002]

1955 Ford Zephyr convertible, heater, radio, power operated hood, in outstanding condition; £599.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

1955 Ford Zephyr, heater, wing mirrors, covers, washers, T. & C. tyres, 19,000 miles, excellent condition; £575.—E. L. Mendel, Ltd., 257, Finchley Rd., N.W.3. Speedwell 9091. [C3101]

1955 Zephyr saloon, one owner, dual colour, heater and many extras, low mileage and in perfect condition throughout; £560.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8962. [C3016]

495s.—Ford Zephyr 1954 convertible, Winchester blue, blue leather, heater, carefully used, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

GENUINE mileage 13,000, carefully serviced since new by us, one owner, July 1956 Mark II Zephyr, heater, Hereford green, beige upholstery; £695.—Cherfield Motors, 113/115, Regents Park Rd., N.W.1. Primrose 6645 or 6. [1716]

JULY, 1957, Ford Zephyr convertible, genuine 3,900 miles since new, fitted with power-operated hood, overdrive, heater, leather upholstery, indistinguishable from new; £1,025.—Blundells, Ltd., Christ Church Rd., Folkestone 2726. [C1108]

Ford Zephyr Cars Wanted—Consider Zodiac—Greenways, 81, Alfred Rd., Winchester. [W4087]

ROWLAND SMITH'S, the Zephyr buyers: highest cash prices—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

ALMOST new Zephyr required immediately.—A Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016]

FORD ZODIAC

H. C. PAUL, Ltd.

1955 Ford Zodiac, grey, heater, one owner, excellent condition; £395—52, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2. [C3040]

DISPATCH MOTORS, Ltd.

1956 Mk. II Zodiac, choice, from £795.—Southwark Bridge Rd., S.E.1. Wat. 4959. [C1164]

JOHN HINE CARS, Ltd., offer:—

1958 Zodiac, coral and grey, 2,000 miles, a very beautiful car; £965.—1, Central Parade, 89, Marks Hill, Surbiton. Elmbridge 8356. [1837]

GREENHILL MOTOR CO. offer:—

1957 Zodiac, 3,000 miles only, de luxe radio, plus usual extras, unmarked and as new; £995.

1956 Zodiac, 7,000 miles, absolutely as new; £865.—Marsh Rd., Pinner, Middx. Pinner 3865. [C2125]

PERRY'S of Bowes Road offer:—

1956 Ford Zodiac, Hereford green/ivory, overdrive, radio, excellent condition; £850.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

CHIPSTEAD MOTORS, Ltd., offer:—

MARK II, 1956 (July), finished in duo grey with leather upholstery, recorded mileage 11,000 only, radio, white wall tyres, etc., showroom condition throughout; £895.—132, Holland Park Ave., W.11. Park 3445-8. [C1046]

1954 Zodiac 2-tone grey/b'ue, fitted radio, heater, host of extras; £535.—Bow 0582. [1900]

FORD ZODIAC

PETER BANTOCK CAR SALES offer:—

1955 Ford Zodiac, duo grey, one owner, 21,000 miles only, very carefully maintained; £565.—104, High Rd., Chiswick 2725 5470. [C1014]

COOMBS SERVICE STATION offer:—

1957 Zodiac saloon, automatic transmission, 2 tone blue/cream, with matching interior usual extras include white walls, rim-embellishers, etc., fitted radio, director's car, 7,000 miles only; £995.

1956 Zodiac Mk. II, blue/cream with matching leather, fitted overdrive, heater, windscreen washers, spot and reversing lights, one owner, 7,000 miles only, indistinguishable from new; £865.

COOMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 6262. [C1158]

HENLYS offer with 4 months' guarantee:—

1956 Ford Zodiac Phase II saloon, one owner, black and white with tan and cream interior; £865.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Tel. Gulliver 5721. [1852]

1957 Ford Zodiac, very low mileage; £875.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C1044]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of AI Ford Zodiacs always available; phone for our list.—Used Car Dept., available 3388. [C1066]

1956 Zodiac Mark I grey/blue saloon, one owner; £855.

BRENT CROSS GARAGE, Ford distributors, Hendon Way, Hendon, N.W.4. Eps. 1196. [C1097]

1957 Zodiac automatic, very low mileage, absolutely as new, choice of two from £855.

SCOTT CARS, 341-347, Finchley Rd., Hamstead, London, N.W.3. Hamstead 5676/7779. [C4016]

1956 (July) Mark II Carlisle, blue/fawn, one owner, 19,000, taxed; £815.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116]

1955 Ford Zodiac, one owner, very good condition throughout; £565.

EXCHANGES, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035]

1957 Ford Zodiac, automatic transmission, blue, low mileage; £875.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6479. [C2130]

1957 Ford Zodiac, black and red; £850.—Parsons & Parsons (Garages), Ltd., Potter Street, Harlow, Potter Street 121. [C3038]

1958 Zodiac, coral and grey, 500 miles only, unblemished; £965, terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6645. [C3106]

1957 Zodiac de luxe saloon, black and ivory, twin chrome palmamps, heater, whitewall tyres with Town & Country on rear wheels, one owner from new and virtually just like new; £825.

M. PENDLETON, Manchester, 6, Pendleton 3457. [C3000]

1956 Ford Zodiac II saloon, radio, 13,000 miles; £795.—British & Colonial Motors, Ltd., 77 Upper St., Martin's Lane, W.C.2. Temple Bar 5568. [C1027]

ZODIAC Mark II (December '56) a low mileage car with every extra including, radio, overdrive, spot lights, electric aerial etc., a magnificent specimen; £865, terms and exchanges.

D. F. WYATT, 51-53, Fortune Green Rd., West Hamstead, N.W.6. Hamstead 8989. [C4064]

1956 (July) Zodiac Mk. II, Hereford green/ivory, one demonstration model, one owner, immaculate condition; £775.—Percy Hendy, Ltd. Vincent's Walk, Southampton, Tel. Southampton 2834. [1690]

LATE 1956 Mark II Zodiac, ivory and black, radio, heater, overdrive, but no other extras, 6,000 miles only, as new; £845.—Motorwell, Palmers Green 5314/5502. [1904]

1956 Ford Zodiac, a most immaculate car finished in black/ivory, fitted de-luxe H.M.V. radio, overdrive, house seat covers, etc., a superbly maintained car offered at £855.—Poland Street Garage, 81, Poland St., London, W.1. Ger. 9010. [C3138]

ZODIAC saloon 1957 (Feb.), cream and black, heater, overdrive, radio, sun visor, loose covers, etc., one owner, genuine 6,000 miles only, absolutely unmarked (no accident), taxed year, cost nearly £1,200; offered at £940; exchange, terms.—Plough Motors, Stonehouse, Glos. Tel. Stonehouse 282 or 682. [T9042]

1956 Zodiac Mark II, black, rpd and cream interior, overdrive, undersealed, twin spotlights, heater, screenwashers, taxed, small mileage, meticulously maintained, immaculate and faultless; £855, private sale, exchanges considered, terms available.—Tel. Prospect 8058. [1698]

Ford Zodiac Cars Wanted—Consider Zodiac—Greenways, 81, Alfred Rd., Winchester. [W4087]

ROWLAND SMITH'S, the Zodiac buyers: highest cash prices—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

ALMOST new Zodiac required immediately.—A Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016]

FORD (V.8)

£195—1949 Ford Pilot, mint condition.—Guildford 4882, evenings. [1814]

1951 Pilot, radio, heater, excellent condition; £295.—Hendon Way Motors, Ltd., 394-5, Hendon Way, N.W.4. Hen. 8011. [C3063]

1950 Ford Pilot, one owner, radio and heater, choice of two, black or blue, £295, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.8. Hamstead 6490. [C1084]

225s.—Ford V8 Pilot November 1948 saloon, leather, heater, very good condition, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4014]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford V8 Cars Wanted
ROWLAND SMITH'S, the Pilot buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. (W4018/R)

GOOD Ford Pilot required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

FORD CUSTOMS

SCOTT CARS offer:—

1955 Ford Customline, right-hand drive, radio and heater, immaculate.

1950 Ford Custom, right-hand drive, excellent condition.

SCOTT CARS, 341-347, Finchley Rd, Hampstead, London, N.W.3. Hampstead 6876. (C4016)

C.A.T. MOTORS offer:—

1951 Ford Customs convertible, dual tone, radio, heater, magnificent runner: 399gns.—Tel. Euston 1926, evenings Primrose 5232. (C1135)

AMERICAN FORD

B **BROOKLANDS OF BOND STREET.**

L **LONDON** West End Authorised Dealer.

I **N** stock for immediate delivery.

N **NEW** Ford V8 Thunderbird Special Sports hard top and convertible, Fordomatic drive, radio.

1956 Ford V8 Fairlane Sunliner convertible, power top and steering, radio, 10,000 miles.

1957 Ford Thunderbird special sports car, 6,000 miles; £2,450.

103 New Bond St., London, W.1. Mayfair 8351. (C1029)

M **MAYFAIR COUNTRY CARS** offer:—

1957 Ford Countryman estate, 9-seater, very low mileage, automatic, right hand drive; £2,050.—47, Montrose Place, S.W.1. Belgravia 5934. (C5006)

1956 Ford Fairlane 22,000 miles, H.T.R. wireless, r.h.d.; £1,450; 1958 wanted.—Fre. 7062. (9887)

£300—Mercury de luxe, registered 1951, in excellent condition throughout.—A. E. MacAteer, Garage, Southfields, S.W.18. Putney 5530. (1845)

1957 (September) Fairlane pillariess saloon, blue and cream, right-hand drive, radio, heater, automatic gear box, condition as new, 1,080 miles only, cost £2,400; accept for quick sale £1,950.—Seen and tried by appointment, Northways Garage, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. (C5026)

American and Canadian Ford Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require American and Canadian Ford cars.—545, High Rd., Wembley. Wembley 5903, 6691. (W4015)

Ford Miscellaneous Cars Wanted
MARSTON MOTOR CO., Ltd., for your Ford.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0179/R)

ROWLAND SMITH'S, the Ford buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. (W4018/R)

XXX Excellent cash price offered for good Ford.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

NORMAND, Ltd.

F **FIRST-CLASS** mechanics and highly efficient supervision produce the best results

NORMAND, Ltd., 408-9, King St., W.6. Riv. 5665. (0231)

ALLAN TAYLOR (MOTORS), Ltd.

H **HIGH** St., Wandsworth, S.W.18.

M **MAIN** Ford dealers.

L **LARGE** stock of genuine Ford parts.

VANDYKE 22 (5 lines). (0314/R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6653), main Ford dealers, service and all spares. (0093/R)

FRAZER NASH

J. H. BARTLETT—Frazer Nash, 140mph, August, 1957, actual show model, mileage approx. 900, specially tuned V.9 B.M.W. engine, fully streamlined 2-seater coupe body of most attractive appearance; £2,250.—27, Pembroke Villas, W.11. Baywater 0523. (C1013)

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. (W4018/R)

GOGGOMOBIL

WM See Welbeck Motors display advertisement on Editorial page 213. (C4049)

N **NEW** and used Goggomobils.—Mansell & Fisher, main London distributors.—93-95, Old Brompton Rd., S.W.7. Tel. Knightsbridge 7705-6-7-8. (7679)

S **SLOCUMBER, Ltd.**—New and unregistered genuine '57 model £50 under list, exchange cars or motorcycles, h.p. terms, existing accounts settled.—Willenden 4869/3954. (C4017)

HEALEY

DICKS, Healey sports saloon, very fast; £450.

1948 Healey sports saloon, very fast; £450.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Tel. Gladstone 7175. (C1072)

1948 Healey Roadster; £355.

MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. (C3088)

HEALEY Tickford saloon, taxed 1958, over 100mph; £625.—Jarvis, Birtthorpe Grange, Billingsboro, Bielefeld, Lincs. (1787)

HEALEY

1951 (Aug.) Healey Tickford saloon, in first-class condition; £525.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. (1675)

1952 Abbott drop head foursome F type virtually one owner, new tyres, heater, confidently claimed finest existing example; £695; terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. (C3045)

XXX 1952 Healey F type Tickford saloon, fitted grey and radio, heater, pass light, screen washers, finished grey and red with red leather, a really outstandingly attractive and immaculate specimen, written guarantee; £645; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (C2003)

Healey Cars Wanted

RICHARDS & CARR, Ltd., generous Healey buyers.—35, Kinnerton St., S.W.1. Belgravia 3711.

ROWLAND SMITH'S, the Healey buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. (W4018/R)

XXX Excellent cash price offered for good Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

HEINKEL

COMERFORDS for Heinkel, immediate delivery, other 3-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first-class service; terms.—Comerfords, Oxford House, Portsmouth Road, Thames Ditton, Surrey. Emberbrook 5531 (6 lines). (0905/R)

HILLMAN

R **ROOTES**

H **AVE** available a range of Hillman cars of very low mileage

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. (0108/R)

L **EX**

A. & A. SERVICES

1957 Minx series II convertible, pippin red and carnation white, heater, reversing light, 700 miles.

1956 Minx series I, de luxe saloon, Antelope and pearl grey, heater.

1956 Minx series I de luxe saloon, April yellow and pearl grey, heater.

1956 Minx Gray Look saloon, pearl grey and olive green, heater, overriders.

1956 Minx Gray Look saloon, pearl grey and Corinth blue, heater.

1955 Californian, hardtop, blue and cream, radio, heater, white sidewall tyres and many other extras.

1956 Californian, hardtop, red and cream, 13,000 miles.

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 609, A Kenyon Road, Kenton, Harrow, Middx. Wordsworth 7805. (1559)

NOEL BELL, Ltd., offer:—

1957 Minx saloon, finished lilac; £685.

1957 Minx saloons de luxe: choice of 4; £695.

1954 Hillman Californian, one owner, heater, black and magnolia; £495.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. (C1153)

R. S. CURRIE & Co., Ltd.

1956 Hillman Californian, finished in green and green, fitted heater, 14,000 miles only, guaranteed; £650.

1956 -57 series Hillman Minx de luxe saloon, heater and radio, grey and blue, many other extras; £665.—105, Westbourne Grove, W.2. Baywater 0965. (C1095)

TOM GARNER, Ltd., offer:—

1957 Hillman Minx series II saloon (Manumatic) grey/blue, htr., rdo., many extras, 4,000 mls.; £625.

1956 Hillman Minx Mk. VIII estate car, grey/beige, htr., many extras, 17,000 mls.; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

H. BEART & Co., Ltd., offer:—

1956 (September) Hillman Minx Series I de-luxe saloon, duo colour, red upholstery, one owner; £695.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. (C1081)

COX'S OF LEICESTER offer:—

1956 (July) Hillman Californian, guaranteed 8,000 miles, one fastidious local owner, 2-tone green, fitted heater, original spare unused; £685.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 2719/20023. (1720)

H. A. SAUNDERS, Ltd., offer:—

1957 Hillman Minx saloon, duo grey, red upholstery, recorded mileage 5,810, heater; £715.

1954 Hillman Minx saloon, black, red upholstery, heater, exterior sun visor, recorded mileage 24,678; £485.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

PHENIX for new and used Hillmans.

£580—1955 (Dec.) Hillman Minx Californian, cream and red, heater, excellent condition.

1956 Hillman Minx series I saloon, choice of colours, up to 14,000 miles, from £685.

£495—1955 (Jan.) Hillman Husky, Golden beige and Pearl grey; heater, one owner, excellent condition.

THE above are selected from a very wide range of good used Hillmans of all models.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161. (C3044)

HILLMAN

METROPOLITAN MOTORS offer:—

1954 Hillman Minx saloon one owner, 19,000 miles, immaculate; £465.—Horn Lane, Acton, W.3. Acorn 5064. (C3080)

1955 Hillman Husky, heater; £465.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

WEYBRIDGE AUTOMOBILES offer:—

1957 Hillman Minx saloon, dual grey with grey interior, one owner, 8,000 miles, superb condition; £695.

WEYBRIDGE AUTOMOBILES, Ltd., Weybridge 2235. (C4094)

WARWICK WRIGHT, Ltd., offer:—

1957 Hillman Minx Series I saloon, 2-tone grey, grey upholstery, 4,000 miles, £735; 1956-57 models in different colours available, all low mileages.

1956 Hillman Minx Series I convertible, green, green upholstery, heater, 9,000 miles, £825; another in black, low mileage.

1957 Hillman Minx Series I estate car, blue and grey, red upholstery, heater, 6,000 miles; £935.

1955 (1956 Series) Hillman Minx Mark VIII saloon, grey and blue, blue upholstery, heater, 10,000 miles; £595.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.3. Cunningham 6859. (C4045)

GUY SALMON AUTOMOBILES offer:—

1955 Hillman Minx de luxe saloon, heater, genuine 14,000 miles, equal as new; £550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. (C4001)

SEYMOUR & CLEMENTS, Ltd., offer:—

1955 (Sept.) Hillman Minx Mark VIII ohv. de luxe saloon, green with beige leather, one owner, heater, etc.; £555.—38, Watford Way, Hendon Central, N.W.4. Hendon 9111. (C4007)

HENLYS offer with 4 months' guarantee:—

1956 Hillman Californian saloon, one owner, heater, duo green with green interior; £645.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Tel. Gulliver 5721. (1853)

B. J. HUNTER, Ltd., Austin agents, offer:—

1955 Hillman Minx saloon, one owner, immaculate; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

1956 Hillman Series I; £635.—Hatch End 2341. (1366)

1953 Hillman Minx, severe frontal damage; £95.—Cuffs Garage, Frome 2511. (1780)

1956 Hillman Minx coupe, grey, heater, 10,000 miles; £635.—Below.

1955 Californian, dual grey, radio, heater, 20,000 miles; £595.—Below.

1956 coupe, black, heater, two owners, recent overhaul; £595.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4841. (C4067)

£399!!! 1951-2 Hillman Minx convertible, in superb condition, recently overhauled, etc.

£499!!! 1954 Minx convertible, only one owner, spotless black cellulose, choice also a beige one.

£545!!! 1955 Minx saloon, one owner, 24,000 miles, choice also 1956 model.

£789!!! 1956-7 Hillman Minx series I convertible, one owner, tiny mileage, just like brand new.

LAMBS OF WOOD GREEN (Established 1897), 100 L cars: 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

1955 model Minx saloon, black, seat covers, one owner, excellent; £550.—Below.

1955 (May) Husky estate car, heater, wing mirrors, excellent; £475.—Rawling's Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2281. (1701)

1955 Hillman Minx de luxe saloon Mk. VIII, o.h.v. engine, perfect condition and fitted heater; £525.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. (C2008)

HILLMAN Minx series I, 1957, r. & h.; £725.—Davies Car Centre, 23-34, Horn Lane, Acton, Tel. Acorn 6731. (C1120)

1955 Hillman convertible, a really beautiful car; £545.—Smith & Hunter, 370, Kensington High St., W.14. Western 2512. (C4019)

1954 Hillman Mk. VII Minx de luxe saloon, two owners; £520.—Olfords, 67, George St., W.1. Welbeck 6899. (C3115)

CAMDEN MOTORS for Hillman 1958 and earlier models available, see display advert, page 58 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. (C1035)

1956 Hillman Minx de luxe saloon, beige, heater, 13,000 miles only; £595.—Haile Motors, Tot. 7771. (C2077)

1952 Hillman Minx convertible, green/beige interior, in 100% condition throughout, guaranteed 3 months; £410.

A. T. LITTLEWICK GREEN 70; evenings and week-ends, Littlewick Green 3078. (C1107)

1955 Californians, with heaters, one black/red, low mileage, one cream/red; £575.—Eton Garages, Windsor 2782. (1809)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN

BOGNOR STATION GARAGE—1954 Hillman Call-fornian; £510.—20, Longford Rd., Bognor 2102. [C1160]

1956 model Hillman Minx Gray Look saloon, ex-ceptional; £625.—Haines', 1, Brankmoor Wood Rd., Bournemouth 5156. [C2103]

1951 Hillman, heater, magnificent, guaranteed; £355, payments.—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1319. [C4078]

1955 Hillman Minx Mk. VIII saloon, grey/red, heater, 1 owner; £590.—Salmons Garages, Ltd. Temple Bar 3538. [C4029]

HILLMAN saloon, 1958; £125.—Pro, 4072. [1628]

1952 Hillman Minx, beige, fitted heater, excellent condition; £395.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4466. [C1023]

1955 model Hillman Husky, one owner, any trial; £395, h.p., exchanges.—11, Perryman, Prestwich, Manchester. Prestwich 2057. [C2062]

1954 Californian saloon, ivory and black, 12,000 miles only, heater, as new throughout; £530.—Bradshaw, Buckland, Aylesbury. (Aston Clinton 532.) [1906]

1957 (April) Hillman Minx series I grey saloon, very low mileage, one owner; terms and ex-changes; £655. [C1083]

1957 (April) Hillman Minx series I blue saloon, very low mileage, one owner; terms and ex-changes; £655. [C1083]

STAINES MOTORS, 105, The Broadway, Crickwood, N.W.2, Gladstone 2480 and 0298. [C1421]

1953 (September) Hillman Minx saloon, black with red interior, fitted heater, excellent tyres and condition, taxed; £440. [C1083]

GARAGE SERVICE CO., Ltd. 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C5019]

1952 Hillman Minx convertible, fitted up for disabled driver, good condition throughout; £435.—Hardacre's Garage, Lydney, Glos. [1241]

1957 Hillman Minx Series I de luxe saloon, pearl grey, excellent green, as new.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

1957 Hillman Minx convertible coupe, under 2,000 miles, quite a new car; part exchanges, etc.—Wessels Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4067]

1958 Hillman Minx de luxe saloon, radio, heater, 4,000 miles only; £775.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1957 (March) Minx saloon, Fiesta blue and beige, heater, extra instruments, under 7,000 miles; £725; Jarvis Glass & Guarantee.—Jarvis & Sons, Ltd. of Wimbledon, Liberty 8221. Wimbledon 2526. [C2086]

1958 Hillman special saloon, heater, 1,800 miles only; £725.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1953 Hillman Minx saloon, heater, plus extras, black with red interior, this car is in exceptionally good condition; £435.—Windovers, Ltd. The Hyde, Hendon, Colindale 4031. [C4118]

HILLMAN Minx, series I saloon, October, 1956, 2-tone fawn, fitted heater, clock, fog and parking lamps, 8,500 miles, perfect throughout; £665.—The Grenadier Hotel, Hove, Sussex, Tel. 35901. [1581]

MICHAEL CHRISTIE MOTORS for the beautiful Magic Minx, twin carb. 68 bhp engine, Laycock overdrive on blower and top, centre rear lever and restyled coachwork; send for "Autocar" road test. [C1094]

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Tel. 4727. [C1094]

1955 (Oct.) Hillman Minx estate car, one owner since new, heater, underserved, many other extras, brand new condition, must be seen to be appreciated; £575.—Buntings Motor Exchange, Harrow, Tel. 6225-6. [1897]

1953 (July) Hillman Estate car, finished in blue and ivory with red leather interior, heater, chrome passlamps, this car has been used for personal use only and is in really excellent condition throughout; £420.—Below. [C1083]

1954 (August) Hillman Minx de luxe saloon, finished in light grey with red leather interior, heater, one owner from new and maintained regardless of cost, a very fine example; £430; terms, exchanges. [1897]

MALDSTONE ENGINEERING CO., Smethurst St., Fendleton, Manchester, 6, Fendleton 3457, F3000 [C1083]

HILLMAN HUSKY

LEX

A & A SERVICES

1955 Husky estate car, grey, heater, spot lights, 15,000 miles. [C1083]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 609, A Kenton Rd., Kenton, Harrow, Middx. Wordsworth 7805. [1580]

PETER BANTOCK CAR SALES offer:—
1955 Hillman Husky, blue/red trim, one owner, 20,000 miles only, many extras; £459.—104, High Rd., Chiswick 2725/5870. [C1014]

WARWICK WRIGHT, Ltd., offer:—
1957 Hillman Husky double duty, fawn and grey, red upholstery, heater, 5,000 miles; £395; other colours available. [C1083]

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningsham 6050. [C4045]

1957 blue-grey, 7,500, hate parting but need cash; £575 o.n.o.—Box 4194. [1753]

1955 Husky, fitted heater, 11,000 miles; £465.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2029]

HILLMAN HUSKY

1955 Hillman Husky estate, magnificent, guaranteed; £430, payments.—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1319. [C4078]

1957 Hillman Husky, 12,000 miles only; £535.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1956 Husky, choice of 3 heaters, in nice condition; £485.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153]

1957 (July) Hillman Husky estate car, ivory/blue, one owner, heater, reversing light, 5,200 miles, taxed year, as new; £595.—Haslemere Motor Co., Morris House, Guildford GU27. [1727]

425 cns.—Hillman Husky October 1955 estate car, mid-green, grey interior, fold-down rear seating, rear entrance, one owner, excellent condition, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

A MOST new Hillman required immediately.—A. Morley, 76, Cambridge Rd., Kingston, Kingston 8855. [W3016]

XXX Excellent cash price offered for good Hillman.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

Hillman Spares and Service

NORMAND, Ltd.
FIRST-CLASS mechanics and highly efficient super-vision produce the best results
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [10250]

PLENTY of spares and reconditioned units for all models, 1954-57 and ex-W.D.; we have the largest stocks, everything available, no waiting; c.o.d. service.
R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Tel. Uplands 3657 and 10378/R. [10378/R]

MODERN SERVICE GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam spares and all accessories.—Win. 5155. [0003/R]

H.R.G. Cars Wanted

ROWLAND SMITH'S the H.R.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

GOOD H.R.G. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

HUDSON

1947 Commodore, superb original condition, every extra; £345; terms.—Stanley Gabriel, East Sheen, Prospect 6255. [1886]

Hudson Spares and Service

HUDSON MOTORS, Ltd., Great West Rd., London, W.4, Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R]

HUMBER

ROOTES

HAVE available a range of Humber cars of very low mileage.
DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [1016/R]

DICKS

1950 Humber Super Snipe saloon, much above average condition; £350.
DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Tel. Gladstone 7175. [C1072]

LEX

A & A SERVICES

1956 model Humber Hawk, Mayfair grey and pearl grey, overdrive, radio, heater.
AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 609, A Kenton Rd., Kenton, Harrow, Middx. Wordsworth 7805. [1561]

SCOTT CARS offer:—
1955 Super Snipe, heater, H.M.V. radio, in exceptionally good condition throughout; £645.
1952 Humber Super Snipe, radio, heater, outstanding condition; £575.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

TOM GARNER, Ltd., offer:—
1957 Humber Hawk (new series) saloon, grey/blue, htr., rdo., 12,000 miles only; £1,225.
TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2 Blackfriars 9265-6-7. [C2020]

GREENHILL MOTOR CO. offer:—
1953 Humber Super Snipe, with H.M.V. de luxe radio, heater, washers, spot lamps, one owner, immaculate; £575.—Marsh Rd., Pinner, Middx. Pinner 9888. [C1215]

H. A. SAUNDERS, Ltd., offer:—
1955 Humber Hawk saloon, green, beige upholstery, recorded mileage 23,494, heater, overdrive; £695.
1955 Humber Hawk saloon, black, red upholstery, recorded mileage 21,713, heater, overdrive; £695.

H. A. SAUNDERS, Ltd., 638-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

MAC MOTORS (SURBITON) offer:—
1955 Hawk saloon, grey/red leather, overdrive, radio, heater, one owner, superb condition; £695.—Elmbridge 3974. [C5139]

HUMBER

1947 Humber limousine; £325.
SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4429. [C4013]

PHEENIX for new and used Humber.

£885—1956 Oct. Humber Hawk saloon, black, red upholstery, heater, radio, overdrive, 16,000 miles for one careful owner, immaculate. [C3044]

PHEENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161. [C3044]

WARWICK WRIGHT, Ltd., offer:—
1955 Humber Super Snipe saloon, black, red upholstery, radio and heater, 36,000 miles; £775.
1950 Humber Pullman limousine, black, leather and cloth upholstery, 34,000 miles; £895.
1955 Humber Hawk (overdrive) saloon, grey, red upholstery, heater, 11,000 miles; £775.
1956 Humber Hawk de luxe saloon, black, red upholstery, heater, 14,000 miles; £850.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningsham 6050. [C4045]

ARTHUR MULLINER, Ltd., offer:—
1956 Humber Super Snipe automatic saloon, this little grey with blue-grey leather trim, fitted special Reuter individual front seats, radio, heater, well maintained and a first-class example, 4 months' guarantee, may we quote for your present car in part exchange?—Bridge St., Northampton. Tel. 907. [1521]

PETER BANTOCK CAR SALES offer:—
1955 Humber Hawk, black/red leather, fitted overdrive, heater, whitewall tyres, A.C. rim trims, etc., beautifully maintained; £850.—104, High Rd., Chiswick 2725/5870. [C1014]

HENLYS offer with 4 months' guarantee:—
1954 Humber Super Snipe saloon, heater, one owner, grey with red interior; £645.
HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Tel. Gulliver 5741. [1855]

HENDON CENTRAL GARAGE, Ltd., offer:—
MARK VI Humber Hawk maroon, registered December 1954, moderate mileage, overdrive, heater, one owner; a very fine example of this much sought after model; £655.—Watford Way, Hendon Central, N.W.4. Hendon 8045-5. [C2084]

1952 Humber Hawk Mark IV, carefully maintained, heater; £425.
JACQUIER, Ltd., 229, Hammermith Rd., London, W.6. Tel. Riverside 6677-8. [C3043]

1948 Humber Pullman limousine, face-forward seats, £395.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

£280 bargain, Hawk, 1948, radio, other extras, low mileage, private sale.—Tid. 3045. [1620]

1950 (August) Humber Hawk saloon, excellent heater; £350.—Leatherhead 2371. [C2029/1]

HEARSES: We are building de-lux and bearers on the 27hp chassis; inspection invited.
A. LPE and SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

OCTOBER '55 Hawk, radio, heater, 31,000 miles, excellent condition; £495.
AUTOMATIC Super Snipe, 1956, push button radio, automatic antenna, seat covers, grey and blue windscreen washers, spare unused; £1,045.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8847. [C3073]

A & S Ltd., Humber Pullman and Imperial seven passenger cars, see under Limousines.
A. LPE & SAUNDERS Ltd. (Limousines Purchased), A Providence Court, North Audley Street, (near Selfridges), Mayfair 2941. [C1006/1]

1956 Humber Hawk saloon, grey/blue top, grey leather, radio, heater, genuine 8,000 miles, one owner; £795.
1953 Humber Hawk saloon, black, red leather, heater; £495.
S. P. BROUGHTON & Co., Ltd., Grove Garage, Cheltenham, Tel. 2283-4025. [1613]

1955 (March) Humber Hawk saloon, black, heater; £625.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8585. [1871]

CAMDEN MOTORS for Humber—20 post-war cars and drop heads available, see display advertisement page 56 of this issue.
CAMDEN MOTORS, Leighton Burnard 3041. [C1035]

HAWK Mark VI, grey, overdrive, heater, radio, windscreen washer, one owner, nominal mileage; £695.—Esher 2255. [C4080]

£685!!!!—1955 Humber Hawk Mark VI saloon, ohv, red, radio and heater, as new.—Jennings, Richmond 3568. [C3108]

1955 series Humber Hawk VI ohv saloon, black/red, fitted heater, twin spot lamps, immaculate; £625; exchanges, terms.
MILHALL SERVICE, Ltd., 55, South Edwarnden Square (off Kensington High St.), London, W.8. Western 4351. [1889]

1950-1 Humber Super Snipe, immaculate condition, host of extras; h.p. terms arranged; £315.—E. Casey, Ltd., Willesden 4548. [C1134]

1956 Humber Hawk de luxe, one owner, overdrive, H.M.V. radio, heater, 12,000 miles guaranteed, blue and grey; £850.—Eaton Motors, 84, Neola 8497. [1863]

1957 (March) Humber Hawk saloon, black, overdrive, heater, spot lights, 15,000 miles; £475.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8585. [1872]

HUMBER, August 1952, Super Snipe, black, fawn leather, above average condition; £350.—A. LPE & Saunders, Providence Court, North Audley St., W.1. (Mayfair 2941). [C1006]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- HUMBER**
1954 Humber Hawk, £500; also '52, £395; both very good condition; terms, exchanges.—A. C. Palmer Motors, Ltd., Luton 1075. [1653]
- 495** gns.—Humber Super Snipe 1953 model Mark IV saloon, black, fawn leather, heater, one owner, excellent condition, terms, exchanges.—Rowland Smith, below:—
- 245** gns.—Humber Hawk 1948 Mark II saloon, black, sliding head, heater, column gearchange, excellent condition, terms, exchanges. Int. open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
- AZ** MOTORS offer 1955 Hawk, fitted radio, heater, overdrive, bargain, £485; also 1949 Snipe 7-seater, limousine with division, £325;—Palmerston Rd. N.W.6. [C1011]
- 1955** black Humber Hawk, one owner, nominal mileage, many extras including radio, loose covers, etc., tyres as new, spotless condition; £650.—Tel. Uxbridge 2350. [1763]
- 1955** series Humber Hawk saloon, grey/red leather, overdrive, radio, etc.; expertly maintained, new tyres, moderate mileage; £595; exchange, terms arranged.—Tel. Reading 1717. [1765]
- HUMBER** Pullman 7-seater, limousine Mk II, genuine 31,000 miles only, radio, excellent condition, guaranteed; £745.—Clayton's Cars (London), Ltd., 17 Bruton Place, London, W.1. Hyde 9184. [C1050]
- 1955** Humber Hawk saloon, black/red, radio, heater, whitewall tyres, taxed 31 Dec., chauffeur maintained, immaculate; £625.—Oxshott Garage, Ltd., High St. Oxshott, Surrey. Oxshott 41. [1499]
- 1954** Humber Hawk saloon, heater, in excellent condition throughout and fully guaranteed; £515.—Coles Garage, Ltd., 42 Worpole Rd., S.W.19, Wimbledon 3195. And 96-98, Ewell By-Pass, Ewell 2593. [C1054]
- 1953-4** Humber Hawk, heater, guaranteed, £435; also 1952-3 Hawk, heater, guaranteed, £345; 1946 Humber 16 saloon, guaranteed, £225; payments—Oldfield, 786, Kensington High St., W.14. Wes. 6531. [C3029]
- £398**—Humber Hawk 1950, beautifully maintained, black/red, heater, tyres as new, spots, etc.; choice 3; many others; A.A. or R.A.C. exams welcomed; exchanges, hire purchase.—Benmotors, 1, Clarendon Rd. W.11 (50 yds Holland Park Tube), Park 5066-7. [C1017]
- JACK ALPE LIMOUSINES**
MARYLEBONE, W.1. Welbeck 1124.
- PULLMAN**, April 1954, Mark IV Limousine, blue riband ohv engine, cloth rear, heaters, electric division, one private owner, black; £1,545.
- PULLMAN**, April 1952, Mark III Limousine, cloth rear, heaters, radio, loose covers, black; £1,035.
- PULLMAN**, July 1949, Mark II Limousine, cloth rear, heater, radio, authenticated total mileage under 12,000, one private owner, black; £925.
- JACK ALPE LIMOUSINES**, 50, Marylebone High St., W.1. Welbeck 1124. [C1103]
- Humber Cars Wanted**
ALPE & SAUNDERS Ltd. require Limousines or Imperials in above average condition.
A&S Ltd., Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. [W1006]
- ROWLAND SMITH'S** the Humber buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]
- XXX** Excellent cash price offered for good Humber.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey, Epsom 5611. [W2001]
- ALMOST** new Humber required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016]
- Humber Spares and Service**
THE Humber specialists for all spares.—See "Parts & Accessories," Hadfield Garage. [0074/R]
- THE** Humber specialists for all spares. Tel. Uplands 3637. See advt. under Parts & Accessories. [0398/R]
- ISETTA**
GUY SALMON AUTOMOBILES.
- BMW** Isetta specialists; come and try this fascinating little car here.
- 1958** model British B.M.W. Isetta, right-hand drive, under 1,000 miles; £569.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]
- ISETTA** distributors for Worcestershire, Cheltenham, Tewkesbury and South Warwickshire, sales, service, accessories, part exchanges, hire purchase.
- BLACK & WHITE GARAGES**, Tel. Harrington 231/331, nr. Evesham. [0202]
- 1958** model, works mileage, as new; £560; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]
- TWO STROKES**, Ltd., offer 3 used Isettas 1956 and 1957, all guaranteed; from £325.—Church Rd., Stanmore, Middx. Tel. Grimsdyke 1166-7. [C4091]
- V & F MONACO MOTORS.**—Official B.M.W. Isetta retailers, immediate delivery, information, demonstrations.—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0066/R]
- JAGUAR XK120, 140 & 150**
WORKING MOTORS.
- 1955** XK140 drop head coupe, British racing green, beige leather, overdrive, wire wheels, radio, Michelin X tyres; £1,150.—Maybury Hill, Woking 4277. [C4057]
- JACK SMITH** offers:—
- 5,000** miles only, 1956 (November) Jaguar XK140 hard top, grey/grey, whole car indistinguishable from new; £1,245.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4062]
- JAGUAR XK120, 140 & 150**
H. BEART & Co., Ltd., offer:—
- 1954** XK120 drop head coupe, birch grey, X tyres, well-maintained car; £775.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]
- TOLWORTH MOTORS**, Ltd., offer
- 1956** XK140 hardtop, radio, turbo discs, 16,000 miles, immaculate, choice of two; £1,135.
- 1955** (June) XK140 convertible, special equipment, overdrive, low mileage, chromed wire wheels, radio; £1,135.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]
- DUNCAN HAMILTON & Co.** offer:—
- 1955** XK140 F.H.C., grey, overdrive, twin exhaust, radio, etc. Brussels show model; £1,195.—33, High Rd., Byfleet, Surrey. Byfleet 3101-2. [C1091]
- RODNEY-HOWARD & Co., Ltd.**, offer:—
- 1955** Jaguar XK140 drop head coupe, overdrive, radio and heater and many more extras, in excellent condition; £1,125; Demonstrations any time, anywhere.—16, Albemarle St., London, W.1. Tel. Hyde Park 7166. [1811]
- 1956** Series XK140 drop head coupe, British racing green, green upholstery, radio, heater, etc. full special equipment model, chrome wire wheels, badge bar, spot lamps, radio, seat covers, extra carpets, Derrington steering wheel, servo brakes, grey with red leather upholstery, genuine mileage 15,000.
- 1954** two-tone grey and maroon with red upholstery.
- FRANCIS MOTORS**, 393, Humberstone Rd., Leicester. Tel. 66304. [C2131]
- CHIPSTEAD MOTORS**, Ltd., official Jaguar dealers offer:—
- XK120** 1954 drop head, grey and red, new tyres, low mileage.
- XK140** 1956 model, full C type special equipment hard top, immaculate in B.R.G. with red leather, extras, specimen.
- XK140** late 1955, full C type special equipment model, maintained regardless of expense, many extras, include Scintilla magneto and 9 to 1 pistons, Minix linings, high axle, Michelin X tyres, finished in B.R.G. with tan leather, an extremely fast car.
- ALL** cars have been fully serviced in our workshops and are covered by our three months guarantee.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]
- 1955** Jaguar XK140 hard top coupe, overdrive, grey; £1,275.—Odeon Motors, Ltd., Bar. 1. [C3028]
- XK120** Roadster, 1951, black, fitted many extras, exceptional condition throughout; £569.—Val. 4674. [17925]
- 1954** XK120 drop head, black/red upholstery; £895.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 4675-4. [C2110]
- 1957** series Jaguar XK140 hard top, C type engine, overdrive, 15,000m only, beautiful car; £1,375.
- 1955** Jaguar XK140 hard top, radio; £1,075.
- TAYLOR & CRAWLEY**, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6381. [C4036]
- £545**—XK120 1951, red, Michelin X, heater, spot light, screenwashers, seat covers.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [C2073]
- 1955** (Nov.) Jaguar XK140 fixed head coupe, mist grey with red upholstery, 17,000 miles, one owner, in new condition; sold and serviced by us from new; £1,115.
- MURKETT BROTHERS**, Ltd., High St., Tel. Huntington 298. [1611]
- 8000** miles! 1956 XK140 drop head coupe, radio, heater, overdrive, 15,000 miles, superb example, one owner, as new, guaranteed.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061]
- 1956** Jaguar XK140 drophead, British racing green, full C type modifications, wire wheels, radio, in excellent condition; £1,375.—West Street Motors (Brighton) Ltd., 76, West St., Brighton, Sussex. Tel. Brighton 21245 & 2894. [C4097]
- 1956** (July) XK140 fixed head, dove grey, red leather, 15,000 miles in the hands of one careful owner, radio, heater, chrome turbo discs, etc.; £1,235 or exchange.—Haver Distributors, Elliotts of Bideford, Tel. 744 Devon. [1799]
- £625**—1953 model (November, '52) Jaguar XK120, duo blue, C engine, new Michelin X tyres, twin spotlights, heater, wire wheels, in superb condition throughout, bargain.—Haverstock Garage, Haverstock Hill, M.W.3. Gulliver 2862. [C3093]
- 1954** (November '53) Jaguar XK120 convertible coupe, Westminster green, radio, heater, high axle ratio, fog lamps, screen washers, Michelin X tyres, low mileage, exceptional condition; £845.—Plough Corner Garage, Byfleet 22. [C1148]
- JACK ROSE** Ltd., offer 1956 model XK140 drop-head coupe in positively unmarked condition, most attractive in beige and brown hide, a genuine car, accept £1,195.—Staffa Rd., Wallington, Surrey. Wallington 6977, also Burgh Heath 2376. [C3050]
- 1956** (September) Jaguar XK140, fixed head coupe, pearl grey with red interior, fitted radio, heater, overdrive with special equipment, rim emblems, badge bar, twin spots, 15,000 miles only, spotless condition throughout; price £1,275.
- WODTHORPE GARAGE**, Ltd., City Depot, Huntingdon St., Nottingham, Tel. No. Nottingham 52848. [1633]
- JAGUAR XK120, 140 & 150**
J. H. BARTLEY, the XK120 and XK140 buyers.—17, Pembridge Villas, W.11. [W1013]
- ALMOST** new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]
- XK120** modified, recently repaired by—Kingham Motor Co., Ltd., 191, Forest Rd., London, E.17. Tel. Larkwood 7240. [W15123]
- Jaguar XK120, 140 & 150 Cars Wanted**
DUNCAN HAMILTON & Co. urgently require late XK120 Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]
- JAGUAR Mark VII & VIII**
LEX
- 1957** Jaguar Mark VIII automatic, duo blue, 8,000 miles.
- 1955** Jaguar Mark VII "M" type, grey with overdrive and radio.
- 1955** Jaguar Mark VII "M" type, black with green interior, overdrive.
- 1954** (model) Jaguar Mark VII, black, grey interior, whitewall tyres.
- LEX GARAGES**, Ltd., High Rd., Wembley. Tel. Wembley 8787. [1584]
- JACK SMITH** offers:—
- 1956** series Jaguar Mk. VII automatic saloon, B.R.G. brown, radio, taxed, 25,000 miles only, one owner, an outstanding car.—23, Bruton Place, Berkeley Square, London, W.1. Mayfair 0661. [C4062]
- BOON & PORTER**, Ltd.
- 1957** automatic, 8,000 miles, virtually unscratched, sold and serviced by us; £1,675.
- CASTELNAU**, S.W.13 (nr. Hammersmith Bridge), Riv. 4444. [C1023]
- ROSE & YOUNG**, Ltd., offer:
- 1957** Jaguar Mark VIII automatic saloon, 9,000 miles only, one owner, unmarked throughout, black and grey; £1,645.
- 1955** Jaguar Mark VII M saloon, overdrive, radio; £830.—65-68, Stenrod Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]
- H. BEART & Co., Ltd.** offer:—
- 1954** model Jaguar Mark VII saloon, finished in grey with red upholstery; £695.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1061]
- TOLWORTH MOTORS**, Ltd., offer
- 1958** model Mark VIII automatic, 5,000 miles, as new; £1,775.
- 1953** Mark VII with most Mark VIII features, 25,000 miles only, radio, turbo discs, twin exhausts, very unique specimen, beautifully maintained; £765.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]
- PORTSEA MOTORS**, Ltd., offer
- 1958** Jaguar Mark VIII, automatic, used one week only, radio, electrically operated aerial, covers fitted with division, detachable, works mileage only, cost £2,200; £1,895.
- 1956** Jaguar Mark VII, automatic, grey, red leather; £1,295.
- 1955** Jaguar Mark VII, automatic, radio, grey, red leather; £1,150.
- 1954** model Jaguar Mark VII, grey, red leather; £695.—Portsea Motors, Ltd., 142, Finchley Rd. N.W.3. Opposite Finchley Rd. Tube Station. Ham. 9661. [C3111]
- SWANMORE GARAGE**, Ltd., offer:—
- 1954** Mk. VII, 2-tone grey with red leather, low mileage, immaculate; £775.—1178-1180, Christchurch Rd., Boscombe East, Southbourne 43344.
- ARTHUR MULLINER**, Ltd., offer:—
- 1955** Jaguar Mark VII type M saloon with over-elliptical condition throughout—Further details with pleasure from Bridge Street Showrooms, Northampton, Tel. 907. [1522]
- WEYBRIDGE AUTOMOBILES** offer:—
- 1957** Jaguar Mk. VIII saloon, duo Sherwood green/Forest green with green interior, fitted radio, overdrive, twin wing mirrors, etc., one owner, 4,500 miles only, condition as new throughout; £1,775.
- 1956** Jaguar Mk. VII saloon, duo black/green, fitted with green interior, automatic transmission, one owner, 17,000 miles, superb condition throughout; £1,375.
- WEYBRIDGE AUTOMOBILES**, Ltd., Weybridge 2233. [C4094]
- SILVERTHORNE MOTORS**, Ltd., offer:—
- 1956** (May) Mark VII automatic, birch grey, red leather, small mileage, as new; £1,145.—11, Fitzroy Square, W.1. Euston 7811. [C4011]
- JACK BOND (VINTAGE AUTOS)**, offer:—
- 1952** Mark VII Jaguar, beautifully kept and maintained, spotless condition; £825.
- VINTAGE AUTOS**, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079]
- B. J. HUNTER**, Ltd., Austin Agents, offer:—
- 1955** Jaguar M type saloon, overdrive, radio, heater, etc.; £895.
- B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]
- 1953** Jaguar Mark VII saloon, r. & b.; £650.
- SIMPSON'S MOTORS (WEMBLEY)**, Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]
- MAYDAY MOTORS**, Ltd., Mayday Rd., offer:—
- 1953** (September) Mark VII Jaguar saloon, fully equipped with radio, heater, etc., black with red interior, one owner, superb condition throughout; £595.—Tel. Thornton Heath 5473. [1644]
- COOMBS & BONS (GUILDFORD)**, Ltd., offer:—
- 1956** Jaguar Mk. VII saloon, maroon with beige leather upholstery, overdrive, radio, whitewall tyres, in immaculate condition throughout.—Mr. Fairclough, Wessex Motors, Ltd., New St., Salisbury. Tel. 2273. [C4087]
- 1954** (August) Jaguar Mark VII, grey, red leather, low mileage, overdrive, immaculate condition; £765.
- CLARKE & SIMPSON**, Ltd., 49, Sloane St., S.W.1. Tel. Sloane 0436. [C1048]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR VII & VIII

S. H. NEWSOME & Co., Ltd., Jaguar Distributors.

1955 Mark VII automatic, birch grey, grey upholstery, radio, one owner, low mileage: £1,090.**1953** Mark VII, black, biscuit upholstery, radio, one owner: £665.

S. H. NEWSOME & Co., Ltd., Jaguar Specialists, Corporation St., Coventry. Tel. 5061. (C1012)

1955 Mark VII M saloon, overdrive, radio, loose covers, one owner, superlative: £975.

RIPCO Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. (C3052)

1955 Jaguar Mark VII saloon, Borg-Warner, one owner, grey with red interior: £1,095.

PASS & JOYCE, 184, Great Portland St., W.1. Please ask for Mr. Draper, Tel. Museum 1001. (C3059)

1957 Mk. VIII, automatic, dual grey, red leather, in immaculate condition, one owner: £1,555.

K. J. MOTORS, Ltd., Bromley, Ravensbourne. (1830)

1955 (reg. Dec. 1954) Jaguar Mark VII M-type saloon, pearl grey, overdrive, radio, 26,000 miles: £825.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 5466. (C1023)

1953 H.M.V. model Jaguar Mark VII, black, brown upholstery, radio, heater, one owner, exceptional condition: £595.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, Mitcham SM2 2-2-3. (C4097)

1955 M-type Jaguar, one owner, all extras: £995.

Mansfield Autos, Ltd., 13, Fitzroy St., London, W.1. Euston 2597. (C3091)

1953 Mark VII, one owner, beige, red leather, heater, Michelin X tyres; guaranteed at £625—Campbell Symonds, Perivale 4456. (C1057)**£745** 1954 Jaguar Mark VII de luxe saloon, in spot-on condition throughout, late owner chauffeur maintained this vehicle in superb condition.**£575** 1952 Jaguar Mk V de luxe saloon, just as nice as the one advertised above.

L. AMBS OF WOOD GREEN (Established 1897); 100 cars, 3 months' written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

1952 Jaguar Mark VII saloon, one owner, radio, heater, black with red interior: £575.

Windovers, Ltd., The Hyde, Hendon, Colindale 4051. (C4118)

1953 Mark VII, in excellent condition, grey with red interior, all tyres good, H.M.V. radio, one owner: £650.—Pinner Motor Co., Ltd., Pinner 438. (C3105)**1956** Jaguar Mk. VII M type, overdrive, light blue, superb condition: £1,050.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 4371 and 6199. (C3057)**JAGUAR** Mark VII (November '52), radio, heater, dark green, 17,775, Lide Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. (C4028)**1955** Jaguar Mk. VII saloon, automatic, radio, heater, excellent order, guaranteed: £995.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. (C1050)**1956** Jaguar Mark VII, auto transmission, radio, heater, cream with grey leather, 8,000 miles, one owner: £1,250.—G. J. Emma, Ltd., 26, Coleridge Mews, S.W.10. Fremantle 6706-6941. (C2123)**1954** Jaguar Mark VII saloon, black, grey leather interior, radio, heater; an excellent example of this luxurious vehicle at only £765 or terms.—Hillwood Motors, Mill Hill (London) 4232. (C2108)**1955** Mark VII Jaguar, automatic, 10,000 miles only, radio, 175—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)**1955** model Mark VII Borg-Warner automatic, powder blue, beige interior, bench seat, radio, heater, small mileage, new tyres: £975.—Eagle Motors, 6, Narrow Plain, Bristol, 2. Tel. 25248. (1776)**1955** model Jaguar M type saloon, B.T., overdrive, radio, heater, etc., first-class condition, taxed: £825 for quick sale.—4, Baginton Rd., Coventry. Tel. 68349. (C2102)**1956** Jaguar Mark VII M type saloon with automatic transmission, blue with blue upholstery, H.M.V. radio, one owner: £1,195.—Newbury Motors, Ltd., Halesowen, Worcs. Halesowen 1641. (1875)**695** 1954 Jaguar Mark VII de luxe saloon, sliding head, overdrive, radio, heater, screen washers, one owner, Michelin X tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)**JAGUAR** Mark VIII saloon, with full automatic transmission, finished in single-colour British racing green with tan hide upholstery, bench-type front seat, expensive H.M.V. radio, heater, sunshade roof, etc., 1957-58 model, 1,800 miles only, offered only through the death of the owner, full guarantee: £1,750.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

Jaguar Mark VII & VIII Cars Wanted

MIKE HAWTHORN will undoubtedly pay the best price for a Jaguar car.—Farnham 6363. (W4110)

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016)**DUNCAN HAMILTON & Co.** urgently require late Mark VII Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 5101. (W1091)

JAGUAR 2.4 & 3.4

WORKING MOTORS.**1957** (September) 3.4 Jaguar saloon, grey with overdrive, blue interior, manual gear box with overdrive: £1,585.—Maybury Hill, Woking 4277. (C4097)**JACK ROSE, Ltd., offer:—****1957** model 2.4 special equipment model, with overdrive, C type head fitted at great expense, almost unmarked condition: accepted £1,295.—Stafford Rd., Wallington, Surrey. Wallington 6277; also Burch Heath 2376. (C3058/1)

JAGUAR 2.4 & 3.4

MIKE HAWTHORN offers:—

1957 Jaguar 3.4 special equipment saloon with overdrive, green with green interior, under 10,000 miles: £1,575.**1956** Jaguar 2.4 SE saloon with overdrive, navy grey with red interior, Regency loose covers, one owner only, 15,000 miles, Michelin X tyres, modifications: £1,235.**1956** Jaguar 2.4 SE saloon with overdrive, dark grey, red interior, 17,000 miles, one owner, new Dunlop tyres: £1,235.**1956** Jaguar 2.4 SE saloon, pearl grey with blue interior, 18,000 miles, one owner: £1,195.

THE TOURIST TROPHY GARAGE, Ltd., Farnham, Tel. Farnham 4875 & 5365. (C4110/1)

IMPERIAL MOTOR MART offer:—**1957** 2.4-litre Jaguar special equipment saloon, fitted overdrive, British racing green and green, 9,000 miles.

IMPERIAL MOTOR MART, Jaguar distributors for Gloucestershire, Royal Crescent, Cheltenham 2065-6. (1877)

DUNCAN HAMILTON & Co., offer:—**1956** 2.4, ivory, overdrive, etc.**1956** 2.4, unique special finish, Luxan hide interior, overdrive, radio, Michelin X tyres, etc., most exceptional car we have yet offered.**1956** 2.4, grey, sun roof, radio, cut-away rear seat, Michelin X tyres, etc.**33** High Rd., Byfleet, Surrey. Byfleet 3101-2. (C1091)**CHIPSTEAD MOTORS, Ltd., offer:—****1956** special equipment, one owner, maroon, 12,000 miles, specimen: £1,195.—142, Holland Park Ave., W.1. Park 3445-6. (C1046)**SWANMORE GARAGE, Ltd., offer:—****JAGUAR** 3.4 automatic, little more than run in, special paintwork, ivory/black, Ocelot seat covers, Transistor radio, numerous extras: £1,725.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 4354.**WEYBRIDGE AUTOMOBILES offer:—****1957** (December 1956) Jaguar 2.4 saloon, black with red interior, fitted overdrive, radio and Wylasto sun roof, one owner 17,000 miles, superb condition throughout: £1,345.

WEYBRIDGE AUTOMOBILES, Ltd., Weybridge 2235. (C4094)

HENLYS offer with 4 months' guarantee.**1957** Jaguar 3.4-litre saloon, Borg-Warner, one owner, mist grey with red interior: £1,695.

HENLYS, Ltd., Parkway, Regents Park N.W.1. Please ask for Mr. Gray, Tel. Gulliver 5721. (1850)

HENLYS offer with 4 months' guarantee:—**1956** Jaguar 2.4-litre saloon, special equipment, one owner, mist grey with red interior: £1,345.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Please ask for Mr. Edwards, Tel. Finchley 0081/3782. (1843)

COOMBS & SONS (GUILDFORD), Ltd., offer:—**JAGUAR** 3.4-litre special equipment saloon, with overdrive, finished in Cotswold blue with grey hide upholstery, fitted with Turbo discs and Mocotte loose covers, 1957, one-owner car, very low mileage: £1,675.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

CHARLES FOLLETT, Ltd., officially appointed Jaguar retailers, offer:—**1957** Jaguar 3.4 automatic gear box saloon, B.T. green, radio, one owner, under 3,400 miles: £1,695.**1956** Jaguar 2.4 saloon, grey, radio, one owner, genuine 10,000 miles only: £1,195.**BOTH** the above cars are guaranteed for 6 months.**SHOWCOMBS:** 18, Berkeley St., London, W.1. Mayfair 6266.**SERVICE:** Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)**1957-8** 3.4 special equipment, overdrive, 8,000 miles: £1,595.—Pinner Motor Co., Ltd., Pinner 456. (C3105)**1957** Jaguar 3.4 special equipment, overdrive, black, as new.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (C1083)**1957** 3.4 automatic special equipment saloon, 10,000 miles only, Cotswold blue with grey upholstery, 6,000 miles only.**1956** 2.4 special equipment saloon, grey, grey upholstery.

FRANCIS MOTORS, 395 Humberstone Rd., Leicester. Tel. 66334. (C2181)

1956 2.4 pearl grey, red, 19,000 miles: £1,195.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 4873 & 4. (C2110)**1956-7** 2.4, overdrive, indigo blue, heater, radio, 10,000 miles: £1,295.—Pulley's of Coombe, Kingston By-Pass, S.W.20. Malden 566-7. (C2115)**1957** (June) Jaguar 3.4 special equipment Borg leather, as new: £1,675.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. (C1094)

1958 disc brakes, 3.4-litre, special equipment, Cotswold blue: £1,800.—Boyne Hill Garage, Bath Rd., Maidenhead 0430-5.**1958** model Jaguar 3.4-litre saloon, ivory with red leather, disc brakes, mileage 5,000, one owner, in new condition, cost £1,800; accepted £1,625.

HERBERT ROBINSON, Ltd., Cambridge. Tel. 4461. (1786)

1957 model Jaguar 2.4 special equipment saloon, battleship grey, red leather, 15,000 miles, one owner, overdrive, radio, spare unused: £1,295.

CLARKE & SIMPSON, Ltd., 49, Sloane Square, S.W.1. Tel. Sloane 0435. (C1044)

1957 Jaguar 2.4 saloon, overdrive, low mileage, exchanges, etc.—Wessex Motors Ltd., Andover, Hants. Tel. Andover 2356. (C4087)

JAGUAR 2.4 & 3.4

1957 Jaguar 2.4 (special equipment) saloon, 15,000 miles: £1,295.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3556. (C1427)**1957** model 2.4 overdrive, 15,000 miles, spare unused, one owner, immaculate: £1,285.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4061)**1956** (May) 2.4 Jaguar saloon, special equipment, black and tan, 9,000 miles, spare unused: £1,250.—Wadham Garages, Ltd., Weston-super-Mare 269. (T9035)**1957** 2.4 Jaguar saloon, overdrive, one owner, low mileage, immaculate: £1,395.—Bella Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)**1957** (August) 3.4 Jaguar, automatic, 2,800 miles only, radio, loose covers, etc., immaculate condition, as new: £1,695.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3004)**1956** (October) 2.4 saloon, special equipment, radio, overdrive, second stage tuning, small mileage, one owner: £1,250.—Seen at Lancia England, Ltd., Lancia Works, Alorton, Wembley. Perivale 5656. (1869)**ROSE & YOUNG, Ltd., offer 1956** Jaguar 2.4-litre, special equipment saloon, fitted H.M.V. radio, good condition, pearl grey: £1,095.—85-89, Stenhold Ave., Hill, S.W.3 (1 min. Streatham Hill Station), Tulse Hill 6464. (C3057)**1956** (Oct.) 2.4-litre saloon, special equipment, overdrive, special first-stage tuning, 20,000 miles, one owner, sold and serviced by us since new, £1,225, guarantee, terms, exchanges.—Plough Motors, Stonehouse 3106. Tel. Stonehouse 282 or 682. (T9042)**XXX** 1957 (April) Jaguar 2.4 Special Equipment 2.4 saloon with overdrive, finished suede green with green leather, and the usual very full equipment, an absolutely immaculate and quite outstanding example, one owner, most thoroughly recommended, written guarantee, terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (C3005)**Jaguar 2.4 & 3.4 Cars Wanted**

MIKE HAWTHORN will undoubtedly pay the best price for a Jaguar car.—Farnham 6363. (W4110)

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016)**NEW** Jaguar 2.4 saloon required; consider 3.4 automatic, disc brakes.—Greenways, 81, Alresford Rd., Winchester. (W4087)**DUNCAN HAMILTON & Co.** urgently require late 2.4 Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 5101. (W1081)**WORKING MOTORS** are anxious to purchase 2.4, 3.4, in good condition; best cash prices given.—Maybury Hill, Woking 4277. (W4087)

JAGUAR MISCELLANEOUS

HENLYS, Ltd.**DEVONSHIRE** House, Piccadilly, W.1. (Hyde Park 9131)**HENLY** House, 385, Euston Rd., N.W.1. (Euston 4444)**MANCHESTER** (Blackfriars 7843).**BOURNEMOUTH** (Bournemouth 6314).**CAMBERLEY** (Camberley 2677-8-9).**HOUSLOW** (Hounslow 3454).**FINCHLEY** (Finchley 0081).**GREAT** West Rd. (Ealing 3477). Official Jaguar Service Station. (0027/8)**PERFORMANCE CARS, Ltd.****1956** XK140 drop head, 11,000-mile specimen, grey/red, radio, heater: £245.**1955** XK140 roadster, superb B.R.G.: £995; 1953 XK120, nice green specimen: £555.**1954** XK120 s/s hardtop, ivory, £795; 1954 XK120 drop head, ivory/red, 81, £755.**1954** Jaguar Mark VII, radio, heater, grey, £655; 1946 Jaguar 3/4-litre saloon, black, £255.**1952** Jaguar Mark VII, bi-sex, radio, heater, £365; 1951 XK120, red, nice car, £545.**1951** XK120, lovely white specimen, £575; 1951 XK180 hard/soft top, red, £555.**1951** Jaguar Mark V saloon, gun metal, £385; 1951 1958 800 3/4-litre, mechanically excellent, £295.**THE** above and 125 other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 5841. (C3041)**L. F. DOVE, Ltd., offer:—****1950** Jaguar Mark V saloon, one owner, black, 1950 engine: £240.—L. F. Dove, Ltd., 68, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. (C1077)**TOM GARNER, Ltd., offer:—****1955** Jaguar XK140 fixed head coupe, cream, htr., rdo., overdrive, 12,000 miles: £1,545.**1955** Jaguar XK140 fixed head coupe, special equipment, C type model, grey, 23,000 miles: £1,185.**1957** Jaguar Mk. VIII saloon (automatic), black/7,000 miles only: £1,750.**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2** Blackfriars 9265-6-7. (C2080)**H. BEART & Co., Ltd., offer:—****1947** Jaguar 3/4-litre saloon, finished in green with green upholstery, radio, 58,000 miles only, superb condition: £295.—102, London Rd., and High St., Kingston-on-Thames. Kingston 33. (C1063)**SWANMORE GARAGE, Ltd., offer:—****JAGUAR** C type sports, 2-seater, overdrive, bills available for extensive mechanical overhaul, one of the most successful C's in the country: £1,075.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 4354.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR MISCELLANEOUS

CAMDEN MOTORS for Jaguars, all models available. See display advert. on page 56 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

1950 Jaguar Mark V saloon, good condition throughout; £355.

GARAGE SERVICE Co. Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019]

1948 Jaguar 3½-litre saloon, black heater, good condition; £270.—Friary Motors, Windsor 2003. [1820]

BEART'S OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. 5348. [10081/R]

1950 Mark V saloon, radio, etc., new tyres, just decocked, two owners; £395.—Mervyn Austin, Kensington 8862, Welbeck 6655. [T9002]

AREA dealers, new and used models always in stock; spares parts service.—Bottomgate Motors, Ltd., Bolton 141, Darwen 1749. [0742]

1951 Mark V 3½ Lt. Jaguar drop head coupe, in immaculate condition, heater and radio; £550.—Poplar Garage, Five Oaks, Billingshurst 75. [1262]

LATE 1949 Jaguar Mark V, in exceptional condition throughout, engine completely overhauled, two owners from new, many extras; £390.—Spicers Car Sales, Tel. Hitchin 2037. [1704]

1950 Jaguar Mark V, beautiful condition, 14,000 miles on new engine, perfect; £425.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. Ham. 8661. [C3111]

1947 Jaguar 1½ litre special equipment saloon, silver blue, red leather, wheels discs and heater; £355.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [C3102]

1947 1½-litre Jaguar saloon, superb coachwork and interior, excellent mechanical order, new engine 7,000 miles, only since; £319; terms.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2020. [1710]

GATEHOUSE offer:—1947 Jaguar 1½-litre special equipment saloon, black with tan hide, immaculate throughout, one owner since new, 22,000 miles only; £425.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

AZ MOTORS offer 1951 Mark V 2½ saloon, recent overhaul, great bargain, £375! Also 1947 1½ S.E. saloon, radio, heater, excellent condition; £325! Also 1939 2½ saloon, P.F. clearance bargain, £285. Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1949 (September) Jaguar Mark V de luxe saloon, finished in black with grey centre panels, brown leather interior, heater, twin chrome pass lamps, this must be the finest example of this model available, a genuine specimen; £395.

1953 Jaguar Mark VII de luxe saloon, finished in the very attractive shades of light and dark grey with leather interior to match, twin chrome pass lamps, heater, exterior mirrors, this car has been used by the director and we can recommend it with every confidence; £595; terms, exchanges.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457.

1956 Jaguar Mark VII M saloon with Borg Warner automatic gearbox, finished in birch grey with red leather interior, bench type front seat, guaranteed genuine mileage 12,500, an immaculate car at £1,325.

1953 Jaguar Mark VII saloon in black, nominal mileage, fitted heater and brown leather interior; £740.

1952 (Nov.) Mark VII Jaguar saloon in dual grey, fitted Mark VII M type reconditioned engine, 12,000 miles ago, and body specification brought up to Mark VII M standard; £780.

1950 Mark V Jaguar saloon in black, speedo reading 45,000 miles, in very clean condition and recommended at £475.

PLY for the above four cars to—Wm. Ellis' Garage, Ltd., Salop Rd., Oswestry, Tel. 37. [1395]

1949 (July) Jaguar Mark V sports saloon, black, brown hide, H.M.V. radio, heater, screen-washers, special cutaway rear seats, Rimbellishers, an outstanding example; £309; terms, exchanges.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

Jaguar Miscellaneous Cars Wanted

MARSTON MOTOR Co. Ltd., for your Jaguar.—Tel. Sta. 9000, Seven Sisters Rd., Tottenham, N.15. [0180/R]

ROWLAND SMITH'S, the Jaguar buyers; highest cash prices.—Hampstead High St., N.W.3. [W4018/R]

XXK140, XK120, 2.4, 3.4, in first-class condition, —Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445-6. [W1046]

XXX Jaguar.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey, Epsom 5611. [W2001]

GOOD Jaguar required immediately.—G. Edwards, 118, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

NEARLY new or small-mileage Jaguar wanted.—N. Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [W2028]

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate A 6216-7. [0563/R]

LEX GARAGES, Ltd., Forty Avenue, Wembley, Middx. Arnold 1154

COMPREHENSIVE range of Jaguar spares in stock and specialised service and maintenance. [0692/R]

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists.—Bromley, Ravensbourne 3456. [0967/R]

Jaguar Spares and Service—A.I. Garage (incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5. Fre. 8181. [0097/R]

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.

—Spares parts for Jeep, home and export.

1958, illustrated assembly guide and parts catalogue, price 1/-, largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spares.—Dept. A, 331-5, High Rd., Chiswick, London, W.4. Chis. 1919-6650. [0335/R]

JEeps to suit every purse and purpose.—Metanet, 100, Belsize Lane, N.W.3. Hampstead 8231. [0527]

ATOWORK, Ltd., the original Jeep specialists, offer Jeeps in almost new condition.—Southgate St., Winchester, Tel. 4965. [C1010]

JEeps, private car or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 13, St. John's Rd., Hampton Wick. Kingston 4718 6348. [0820/R]

JENSEN

BROOKLANDS OF BOND STREET.

SOLE distributors Metropolitan area.

1956 541 saloon, Imperial crimson. [C1057]

1956 541 saloon, Deep carriage green. [C1057]

1956 541 saloon, Botticelli blue. [C1057]

1955 541 saloon. [C1057]

FULL range of new models in stock for immediate delivery.

APPEARANCE, performance, comfort and economy.—Jensen.

103 New Bond St., London, W.1. Mayfair 8351. [C1029]

JENSEN MOTORS, Ltd., have, from time to time, ex-demonstration cars for disposal; please write for further details. [1693]

MICHAEL CHRISTIE MOTORS for new and used Jensens, enthusiastic attention, expert tuning.—Aylesbury, Tel. 4727. [C1094]

COOMBS & SONS (GUILDFORD), Ltd., are Jensen Distributors for the whole of the South of England; certain models from stock demonstrator available.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Tel. Guildford 62907/8/9.

1955 541 overdrive, radio, heater, chromed wire wheels, seat covers, rev counter, spots, fog and reverse lights, stiffened suspension, fully modified probably the most magnificent 541 available.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4061]

J. H. BARTLETT, the Interceptor and 541 buyers.—27, Pembridge Villas, W.11. [W1013]

JOWETT

DICKS.

1949 Jowett Javelin, fine order; £325.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Tel. Gladstone 7175. [C1072]

SPUR GARAGE offers:—

1953, black, many extras, engine just overhauled by us; £455.

1951 model de luxe, metallic green, heater, leather, etc., bills available amounting over £100 for engine overhaul, etc.; £415.

1950 de luxe, metallic grey, heater, leather, etc., exceptionally fine condition, throughout; £385.

SPUR GARAGE, Ltd., Bushey Rd., Raynes Park, S.W.20. Lib. 4852. [C4109]

BUNTINGS MOTOR EXCHANGE.

JOWETT main agents since 1922.—Always a good selection of used Jensens and Bedford utilities.

1952 Jowett Javelin, perfect condition throughout; £355.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676-7779. [C4016]

1951 Javelin de luxe, heater, radio, metallic dark green, red hide; £360.—Billericay 799 after 6 p.m. [1770]

1950 Javelin de luxe, blue, excellent condition; £365.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [1895]

£466 !!!—1952 Jowett Jupiter sports convertible magnificent condition, specially tuned, fitted extras, choice also two 1952 Javelin saloons.

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley, [C2052]

295 gns.—Jowett Javelin December 1948 sports saloon, leather, heater, excellent condition, choice of 2; terms, exchanges; list, open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£435—Javelin 1952 model de luxe, magnificent example, leather, heater, superb tyres, host extras; choice 4; many others; A.A. or R.A.C. exams, welcomed; exchanges; h.p.—Bennet Motors, 1, Clarendon Rd., W.11. Park 5066-7 (50 yds Holland Park Tube). [C1017]

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Jowett Spares and Service

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars. [0794/R]

G. W. WILKIN, Ltd., for Jowett spares and service.—Richmond Rd., Kingston-on-Thames, Kin. 2241.

Jowett Spares and Service

F. FAIRMAN & SONS Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.—Horley, Su. rev. Tel. Horley 17. [0961/R]

TRINITY CARS, Ltd., for all Jowett spares and service facilities.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [S4034]

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A. S. and S.) Ltd., The Depot, Coke St., Birmingham, 18. Edg. 0916. [0549]

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd., N.17. Tot. 1906-7553. [0904/R]

BUNTING'S MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowett.—Bonnersfield Lane, Harrow, Tel. 6225-6. [0073/R]

COOTER & GREEN, Ltd., Jowett main agents; Javelin, Jupiter and Bradford spares, repairs and service.—The Eden Park Garage, 435, Upper Rimer End Rd., Beckenham, Kent, Bec. 2565. [0649/R]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8615.—Jowett agents and specialists; comprehensive stock of spares, 1930-1954 models, over 50 years' Jowett experience. [0758/R]

GODFREY'S, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kenilworth Town, N.W.5 (Gul. 7261). [0463/R]

LAGONDA

BROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. and E. England.

1954 3-litre 2-door saloon.

103 New Bond St., London, W.1. Mayfair 8351. [C1029]

WORKING MOTORS, Mercedes distributors.

1949 Lagonda saloon, complete engine overhaul last month, most carefully used and a specimen car for year; £475.—Maybury Hill, Woking 4277. [4057]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1950 Lagonda 2.6-litre saloon, finished midnight blue with red leather, radio and heater, new Vantage engine fitted last year, 8,000 miles since, excellent condition throughout; £575.

1952 Lagonda drop head coupe, 2.6-litre, finished in mist green, all possible extras, a really magnificent example; £795.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

1951 Lagonda 2.6 saloon, finished in fawn with natural hide upholstery, company director's personal car, maintained and driven by private chauffeur, Undersealed, with heater and screen washers, new Dunlop Thermasafe Tyres; £605.

400 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 9 p.m., terms, exchanges. [C1035]

LAGONDA Rapide drop head coupe V12 1938, ex-works experimental car, special fitted body, dual grey, independent suspension, automatic lubrication throughout chassis, hydraulic jacks, radio, heater, windscreen washers, blinkers, spot lamps, water injector for economy, musical horns, whole car in beautiful condition; £425; exchange considered.—West, Halford House, Boult's Lane, Old Marston, Oxford. Tel. Oxford 47349 or 48815. [1667]

ROWLAND SMITH'S, the Lagonda buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

JACK BOND (Vintage Autos) offer:—

LAGO TALBOT 2.4-litre, 1951 Paris show model, four-seater coupe, power-operated hood, special coach work, Sarris, cost over £6,500, new, colour ivory, interior trimmed in soft black hide, one titled owner up to 1955, total mileage 50,000, always maintained regardless of cost, condition still immaculate and mechanically perfect, tyres whitewalls, new; £1,585.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5925 and 8330. [C4079]

LANCHESTER

465 gns.—Lanchester 14 (October) 1953 de luxe saloon, leather, preselector, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Lanchester 10 1947 de luxe saloon, sliding head, leather, preselector, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1947 Lanchester 10 saloon de luxe, superb condition throughout, property of same family since new, 5 new tyres, etc., three months guarantee.—P. T. Inwards, Ltd., 104, High Rd., South Woodford, E.18. Buckhurst 2809. [1789]

£495—1953 (May) Lanchester 14 saloon de luxe, 26,000 miles only, meticulously maintained vehicle, practically new tyres, first-class mechanical order, available for A.A. or R.A.C. inspection; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 2775. [C1053]

ROWLAND SMITH'S the Lanchester buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector gear, box, exchanges, and 46-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0287/R]

LANGIA

J. H. BARTLETT—Lancia 1955 2½-litre 115mph Gran Turismo.—27, Pembridge Villas, W.11. [C1015]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA

1938 Lancia Aprilia saloon, first class condition; £295—Below.
1937 Lancia Aprilia; £220; terms, exchanges—Cornwall Garage, Stratford Rd., W.3. Tel. Western 2616. (C1162)

LANCIA Aprilia 1938, in very much above average condition; £295—Automo. Ltd., 229, West End Lane, N.W.6. Hampstead 3430. (C1150)

Lancia Cars Wanted
J. H. BARTLEY, the Lancia buyers.—27, Pembroke Villas, W.11. (W1013)

ROWLAND SMITH'S, the Lancia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

1956—'57 or '58 Lancia Gran Turismo wanted urgently, prompt payment.—A. E. Palmer, 747, Dunstable Rd., Luton 1075. (1647)

Lancia Spares and Service
LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5856). (S6320/R)

LEA-FRANCIS

1951 14/70 6-light saloon, black/beige upholstery, fitted heater, radio and many other extras, new tyres, very low mileage, in immaculate condition; £495.
K. J. MOTORS, Ltd., Bromley, Ravensbourne 3456. (1829)

165 cma.—Lea-Francis 1941 14hp sports saloon, sliding head, leather, good condition; terms, exchange; list, open any day and Saturday.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Lea-Francis Cars Wanted
ROWLAND SMITH'S, the Lea-Francis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd., Coventry

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 6024-5-6. (0392/R)

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dea. 4795-6. (0628/R)

CHARLES FOLLETT Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners. (0628/R)

SHOWROOMS, 18, Berkeley St. W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station,
Offices and Stores:
BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. (0595/R)

LIMOUSINES

A & S LTD.
PROVIDENCE COURT, W.1. MAYFAIR 2941.

AUSTIN, 10,000 miles, A.125 seven passenger Limousine, equal new condition, £1175.

AUSTIN, 1951, A.125 seven passenger Limousine, A. cloth, black, radio, heater, 37,000 miles, one owner, £985.

AUSTIN, 1952 Series, A.125 seven passenger, 30,000 miles, one owner, outstanding condition, £1050.

AUSTIN, 1952, 16hp Hircara, 1951/1952, similar description to above, Selection Seven, £495/£550.

AUSTIN A.152 12-seater Omnibus, Orders accepted for early delivery.

9,000 MILES, 1954 Series, Blue Riband Pullman Limousine, electric partition, black, cloth, in new condition, £1585.

HUMBER, 1952, Pullman, black, cloth in rear, privately owned, £1025.

HUMBER, 1952, March, Imperial, low mileage, leather, heater, privately owned, £995.

HUMBER, 1951 Series, seven passenger with partition, leather throughout, black, heater, £950.

HUMBER, October 1951, Pullman Limousine, cloth, black, heater, £925.

HUMBER, 1947, Pullman mitred edge Limousine, cloth, black, exceptional condition, £525.

HUMBER, mitred edge Pullman Limousine, leather, black, sound condition, £150.

ROLLS SILVER WREATH, 1951, August, H. J. Mulliner seven passenger Limousine, leather throughout, meeting occasional, private owner, history, exceptional condition throughout.

ROLLS, 1938 June, Windover swept seven passenger Limousine, wide forward occasional, private owner, extensive reconditioning recently carried out, £825.

ROLLS, 1936 March, 20/25 swept Barker Limousine, meeting forward occasional, exceptional condition throughout, £598.

WOLSELEY, 1948, Series III, seven passenger, forward occasional, well above average condition, £650.

LIMOUSINE specialists for over 30 years. Write or telephone for lists.

L & S SAUNDERS LTD. Providence Court, North Audley Street, W.1. (Near Selfridges), Mayfair 2941. (C1006)

£1499—1951 Daimler limousine, division and face-forward occasional, privately taxed, speedometer record 35,000, private vehicle at new and still looks worth its original price of £7,000.

£499—1936 Rolls-Royce 8-passenger limousine, face-forward occasional, as smart and modern as 1953 motor car, irreplaceable value.

£399—1953 Morris Oxford hire car, excellent for small hire firm or large family, beautiful condition throughout.

£333—1951 Chevrolet Limousine, full division, 8-passenger, in mint condition, 60,000 miles only, in one family's hands, should easily do another 100,000 miles cheaply.

£265—1938 Austin 16 limousine, division, face-forward occasional, bargain price.

LAMBS OF WOOD GREEN (Established 1897): 100 cars; 5 months' written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. (C2052)

LIMOUSINES

CAMDEN MOTORS, Great Britain's leading suppliers of limousines to the funeral and hire trade, 70 models available, see brief selection below.

HUMBER Imperial 7-seater with ohv Blue Riband engine, radio and heater, one owner since new, taxed privately, colour black, interior in brown hide, specimen condition; £1,085.

HUMBER Pullman limousines, Mark III series, 1952, choice of four models, two in leather throughout, two with standard type upholstery at £1,095.

HUMBER Pullman limousine, 1951, four matching cars available, all Mark III series, heater and radio, privately taxed; from £945.

HUMBER Pullman limousines, 1950, Mark II series, choice of three, one-owner cars, two in leather with radio and heater; from £695.

HUMBER Pullman limousines, 1949, new-look Mark II series, three matching cars, all moderate mileage specimens; from £645.

HUMBER Pullman limousines, post-war razor-edge series, 1946-1948; from £545.

HUMBER Pullman limousines, razor-edge series, ex-Ministry cars, choice of six available; from £295.

AUSTIN Sheerline long-wheelbase 7-passenger limousine, a 1951 car in 1957 condition, we doubt whether there is a finer example of the Sheerline limousine in the country, one private owner since new, equipped with all extras, radio, heater and loose seat covers and very immaculate in every respect, must be seen to be appreciated; £1,095.

AUSTIN 16 hire car limousines, choice of 14 models, all 4-door series in leather throughout with bench-type front seat, division and forward occasional, 1948-1953; from £445.

MORRIS Oxford hire cars, 1951 and 1952, 4-door models, choice of two; from £345.

ARMSTRONG SIDDELEY limousine, 1951, 16hp, long-wheelbase model in black, leather front and rear, beautiful condition; £795.

ROLLS-ROYCE Wraith limousine, 1939, recorded mileage 62,000, full Rolls-Royce history available, two owners only since new, unbelievable condition; £1,195.

ROLLS-ROYCE Park Ward limousine, 1955, 20/25 series in leather throughout with forward occasional, a very clean example and thoroughly sound mechanically; £245.

400 other cars available: write for special hire car catalogue and illustrated list.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Open until 8 p.m.; terms, exchanges. (C1035)

1948 (March) Humber Pullman Mark I mitred-edge limousine, recent works reconditioned engine, black, 329, 33, Eldbury Place, Marylebone High St., W.1. Welbeck 1125. (C1103/1)

HILLMAN 7-seater 1939, f.f. occasional, winding division, fitted 18 engine 1956 giving 22mpg, new tyres, whole car lovely condition; £90.—Merrison, 1, Blumans End, North Weald, Essex. (1672)

JACK ALPE LIMOUSINES.

MARYLEBONE, W.1. Welbeck 1124.

AUSTIN, May 1953 registered, A.125 l.w.b. Sheerline, leather throughout, widest forward occasional, heater, radio, black; £1,195.

AUSTIN late 1952 A.125 l.w.b. Sheerline, forward occasional, cloth rear, heater, radio, loose covers, one owner, black; £1,195.

AUSTIN 1952 (July) 16hp hircara, one private owner, reasonable mileage; £575.

AUSTIN 1952 (April) 16hp hircara, small mileage; £565.

AUSTIN 1951 hircara, recently fitted with Perkins P4 diesel engine at cost of over £250, one private owner, £645.

AUSTIN 1950 16hp hircara, engine just rebored and brakes relined; £385.

AUSTIN late 1948 16hp hircara, heaters, chrome hub caps, recent engine and axle overhaul; £395.

DAIMLER late 1947 DE 277hp Hooper, forward occasional, cloth rear, electric division, one private owner, black; £1,075.

HUMBER 1951 Series III Pullman, heaters, radio, loose covers, cloth rear, black; £1,035.

HUMBER 1949 (July) Series II Pullman, cloth rear, heaters, radio, authenticated mileage under 12,000, one private owner, black; £825.

HUMBER 1954 (April) Series IV Pullman, ohv engine, cloth rear, electric division, heaters, one private owner, black; £545.

MORRIS November, 1951 Oxford 14hp hircara, cellulose black, brown upholstery, one owner; £375.

ROLLS-ROYCE 1937 25/30 Hooper, wide forward occasional, cloth rear, swept tail, black; £750.

ROLLS-ROYCE 1937 25/30 Rippon, forward occasional, cloth rear, swept tail, heater, one private owner, small mileage, black; £765.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. (C1103)

Limousines Wanted
ALPE & SAUNDERS Ltd. require Limousines. Good prices for cars in above average condition.

A & S LTD., Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. (W1006)

HUMBER Imperial, Pullmans or Austin Princess saloon or limousine required for car hire—C. A. Hall, Ltd., 302 King St., Hammersmith, W.6. Tel. Riverside 2881. (1960)

LINCOLN

1949 Lincoln convertible, overdrive, radio, heater, excellent condition, bargain; £445.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

MERCEDES-BENZ

WARWICK WRIGHT, Ltd., offer—
1957 Mercedes-Benz (220S) saloon, ivory and black, red upholstery, heater, 10,000 miles; £1,595.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

HARRY DAVIS CAR SALES offer—
1950 (reg. '54) Mercedes-Benz 170 4-door saloon in beige with special interior, fitted with 4-waveband radio, heater, demisters, etc.; £475; terms, part exchanges.—Elgar 2707, 120-132, Manor Park Rd., Harlesden, N.W.10. (1749)

MERCEDES-BENZ

WORKING MOTORS,
MERCEDES distributors, offer:—

THE largest selection of new and used Mercedes in the country.

ALL used cars offered by us are covered by our unique 12 months' guarantee.

220SC Mercedes convertible for early delivery.

220S saloons, immediate and early delivery, various colours.

300SL roadster available for demonstration.

300SL 1956, 14,000 miles, one owner, radio, silver grey, blue interior; £3,950.

220A 1955, 17,000 miles; £1,475.

220 1953 drop head four-seater coupe, beige/red leather, radio, left-hand drive, in beautiful condition; £795.

190 1957 model, 15,000 miles, grey with red, radio, etc.; £1,495.

OPEN all day Saturday.

AVAILABLE at
WORKING MOTORS, Maybury Hill, Woking 4277. (C4057)

AT
JOHN S. TRUSCOTT, Ltd., Mercedes-Benz distributors, many new cars for immediate delivery, including:—

TYPE 220S saloons, with Hydrak or normal transmission.

TYPE 190 SL Roadster.

EARLIEST delivery of all other models.

OUR demonstration cars are here for you to drive and judge, with detailed literature on request.

WE have some excellent second-hand examples, which are unmatched for condition and good value: these include:—

1957 Type 220S saloons; several from £1,895.

1957 Type 190SL Roadster; £2,450.

1955 Type 220A saloon; £1,475.

1956 Type 180D (diesel) saloon; £1,305.

1954 Type 180D (diesel) saloon; £1,050.

1954 Type 220A (l.h.d.) saloon; £1,085.

OUR stock changes constantly; current details on request; exchanges, deferred terms.

173 Westbourne Grove, W.11. Baywater 4274. (C4033)

LEX
1954 Mercedes-Benz 170 saloon, black with brown interior.

LEX GARAGES, Ltd., The Dome, Great West Rd., Brentford, Middx. Kaling 2771. (1966)

H. C. PAUL, Ltd.
1957 Mercedes 220S latest series saloon, grey/red, 10,000 miles; £1,950.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. (C3060)

ESSEX distributors for Mercedes-Benz.

170 Diesel Mercedes-Benz, black finish, left-hand drive saloon, first registered October, 1954; £650.

1957 190 saloon, black, red interior, superb condition.

1955-6 220A, grey with blue upholstery, bench seat, one owner, low mileage, car fitted power brakes.

1955 220, black/red leather.

1954 300 saloon, black/grey, good condition.

1953 220 black saloon, left-hand drive.

NEW 220S and 190SL available immediately; early delivery of all models.

CAMBRIDGE MOTORS, Springfield Rd., Chelmsford, Tel. 4881. Evenings, Danbury 218 or Chelmsford 51617. (C1149)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

MERCEDES-BENZ model 300SC roadster, superbly finished in midnight blue with matching upholstery and hood, fitted with Becker Self Seeker radio, and many other extras, very low mileage, supplied new by us at a total cost of £4,500, offered in perfect condition with full guarantee; £4,250.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

TAYLOR & CRAWLEY, Mercedes-Benz distributors.

OFFER new
220S saloon.

190SL coupe.

GUARANTEED used cars:
300 Cabriolet D, full 5-seater, 4-door, in magnificent condition, a super luxury car, one owner; £2,350.

220A 1955 saloon, radio, screen washers, excellent condition; £1,395.

300B 1954 de luxe saloon, radio, heater, superb condition; £1,525.

190 1957 saloon, 5,000 miles only, immaculate; £1,585.

180 1955 saloon, radio, 28,000 miles, immaculate; £1,085.

180 1956 saloon, many latest modifications, radio, low mileage, beautifully maintained; £1,285.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Otc. 6681. (C4036)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

B BROOKLANDS OF BOND STREET.
LONDON distributors.

N NEW 190SL roadster.
N NEW 220S saloon.

N NEW 300SL roadster.
N NEW 300B saloon de luxe.

1955 220A saloon.

103 New Bond St., London, W.1. Mayfair 8351.
[C1029]

1955 300SL, radio, leather upholstery, a magnificent specimen; £2,595.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254.
[C4681]

SACRIFICE and as new, 1953/4 220 saloon, authentic mileage 15,000, faultlessly maintained in mint condition by engineer owner, cost £2,450; reluctantly accept £2,985.—Hamstead 7871.
[1838]

1954 Mercedes-Benz 300 saloon de luxe, with B-type servo brakes, fitted radio, speedo 39,000; this car, finished in duo-blue with beige hide, is an exceptional example of this model; £1,595.—Caffyns, Ltd., East Grinstead 717.

MERCEDES-BENZ 300 cabriolet with 4 doors; a high-class touring car with luxurious appointments, ruby paintwork with fawn hood and interior, mileage just over 40,000 miles, for arrangements to view in Glasgow and forwarding of offers write to Mr. Bergius, Glen Kin, Helensburgh.
[1868]

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, 1. Tel. 25280. Mercedes-Benz distributors for the Western Counties. We invite enquiries for the world famous Mercedes-Benz cars; brochure available by return demonstrations arranged by appointment; part exchanges welcomed and our confidential out-of-income facilities available.
[0474/R]

WANTED Mercedes-Benz type 180 and 170.—Box 4141.
[W1013]

J H. BARTLETT required low mileage 300SL, Mercedes.—27, Pembridge Villas, W.11.
[W1013]

REQUIRED, Mercedes 190 or 180.—Particulars to Christie, 52, Morningfield Rd., Aberdeen. [1728]

ROWLAND SMITH'S, the Mercedes buyers; highest cash prices.—Hamstead High St., N.W.3, Ham. 6041.
[W4018/R]

MERCEDES-BENZ 300, low mileage saloon, 1957, wanted.—Write D. Hart, Bridge Inn, Walshford, Wetherby, Yorkshire. [1840]

WOKING MOTORS, Mercedes distributors, urgently require all types Mercedes for cash.—Maybury Hill, Woking 4277-8.
[W4057]

MERCEDES-BENZ Spares and Service
NOTTINGHAMSHIRE.

SALES, service and spares, factory trained personnel.—Main agents B. & K. Thomas, Ltd., 17/21, Loughborough Rd., West Bridgford, Nottingham. Tel. 52121 (3 lines).
[0966/R]

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares.—58, Canberwell New Rd., S.W.5. Reliance 7691.
[0962/R]

MERCURY

1956 Mercury Montclair 4-door pillarless saloon, power steering, radio, heater, one owner, absolutely new.
SCOTT CAR, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779.
[C4016]

ON all matters of sales, spare parts repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9.
[0748]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Mercury cars.—345, High Rd., Wembley, Wembley 3903, 8691.
[W4013]

Messerschmitt Spares and Service
PRIDE & CLARKE.—Stock spares; quotations any part by return post; c.o.d.; easy payments; trade supplied.—Stockwell Rd., S.W.9. Brixton 6251. [S3068]

METROPOLITAN

CHIPSTEAD MOTORS, Ltd., offer:—
1957 (Aug.) recorded mileage 3,000 only, finished in ivory and red, complete with radio and heater, etc., virtually as new; £695.—142, Holland Park Ave., W.11. Park 3445/6.
[C1046]

J HUNTER, Ltd., Austin agents, offer:—
1957 Nash Metropolitan coupe, many extras; £725.
B J. HUNTER, Ltd., 22, Criklewood Broadway, N.W.2. Tel. Gladstone 6303.
[C2040]

NASH Metropolitan, coral/white, many extras, 1957.
STAR LANE GARAGE, Ltd., 70, Brighton Rd., Hooley, Coulsdon, Surrey, Tel. Downlands 237.
[1393]

H A. SAUNDERS, Golders Green, for your new or used Metropolitan.—Speedwell 0011.
[C4004]

LATE '57 Metropolitan MT, red/white, almost new; £695.—Dobsons, Ltd., Austin Agent, Staines 801.
1957 Metropolitan coupe, 2,700 miles, as new; £695.
C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [1861]

1958 Metropolitan hard top, under 600 miles; exchanges, etc.—Tel. Mr. Gray, Salisbury 3275.
[C4057]

1958 model Metropolitan hard top, ivory/red, radio, heater, 300 miles; £715; terms, exchanges.—A. E. Palmer, 747, Dunstable Rd., Luton 1075.
[1650]

METROPOLITAN

METROPOLITAN convertible, white and green, radio, heater, screenwashers, 3,000 miles; £725.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841.
[C2073]

1957 (November) Metropolitan convertible, 3,000 miles only, radio, heater; £725.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3588.
[C1027]

1957 (September) d.h.c., 2,000 miles, special finish, undersealed, radio, heater, washers, spare wheel cover; £745.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254.
[C4081]

M.G.

1956 M.G. A, radio, heater, blue, £795; 1956 M.G. A, pastel green, £795.
1956 M.G. A, wire wheels, radio, heater, spots, luggage rack, superb blue specimen; £875.
1954 TP, one owner, green, £595; 1954 TP, black/beige, Michelins, £595.
1953 TD, superb red, £495; 1953 TD, black, radio, heater, £495.
1953 TD, hard/soft top, black, £525; 1953 TD, 6,000 miles, grey, £545.
1952 TD, black, radio, excellent, £475; 1952 TD, red/beige, extras, £445.
1949 TC, B.R.G., good example, £385; 1949 TC, exceptional black specimen, £395.
1948 TC, cream specimen, £355; 1947 TC, nice red example, £375.
1947 TC, black, above average, £375; 1948 M.G. Y, saloon, black/beige, £425.
1947 TC, ivory specimen, history, £345; 1946 TC, red, superb example, £395.
1947 TC, ivory, nice example, £375; 1947 TC, red, above average, £355.
1946 TC, nice black example, £555; 1946 TC, beautiful black example, £365.
1939 M.G. 2.6-litre drop head, £215; 1939 TA, Tickford, radio, exceptional, £295.
1938 TA, nice red specimen, £265; 1938 2-litre SA drop head, blue, £135.
1938 VA tourer, very exceptional, £245; 1938 VA tourer, above average, £225.
1936 PA 2-seater, spotless red, £195; 1934 PA 2-seater, superb ivory, £175.
THE above and many others at Performance Cars, Ltd., Great West Rd., Brentford, Middx.
[C5041]

KNIGHTSBRIDGE offer:—
1957 (July) M.G. A hard top coupe, finished mist green with grey interior, 3,000 miles only, twin mirrors, wire wheels, adjustable steering column, cost £1,150; £985.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4066.
[C2056]

H BEART & Co., Ltd., offer:—
1956 model M.G. Magnette saloon, finished in blue with red upholstery, supplied and serviced by us since new, B.M.C. warranty; £745.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3542.
[C1081]

SALISBURY MOTOR Co. offer:—
1956 M.G. A, 16,000 miles only, red, one owner, wire wheels; £825.—Salisbury Motor Co., Fisherton St., Salisbury 6025.
[C4107]

ROSE & YOUNG, Ltd., offer:—
1957 M.G. A, hard top, low mileage, fitted heater, Michelin X tyres, unmarked throughout, white; £925.
1957 model Magnette Varitone saloon, manumatic, radio, small mileage, exceptional condition, cost new £1,220; will accept £975.—65-69, Sternhold Ave. Streatham Hill, S.W.2. (1 min. Streatham Hill Station). Tulse Hill 6464.
[C5057]

GREENHILL MOTOR Co. offer:—
1957 M.G. Magnette, varitone, maroon and red, Pinner, Middx. Pinner 9688.
[C2125]

WARWICK WRIGHT, Ltd., offer:—
1956 M.G. Magnette saloon, grey, red upholstery, heater, 17,000 miles; £850.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Curningham 6050.

SWANMORE GARAGE, Ltd., offer:—
1956 Magnette, 24,000 miles, one owner, dark grey, grey leather, HS axle; £945.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344.
M G. 12hp sal. 1940; £185.—Pro. 4072.
[1629]

BROWN'S GARAGE (LOUGHTON), Ltd.
1956 M.G. Magnette saloon de luxe, low mileage; £725.—Brown's Garage (Loughton), Ltd., High Rd., Loughton. Tel. Loughton 6262.
[C1034]

CMI CAR SALES (Primrose 6623) offer:—
1957 (late) M.G. Magnette, Varitone model, 2,000 miles, one owner, taxed; £995.
3 months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3
[C1051]

RODNEY HOWARD & Co., Ltd., offer:—
1957 M.G. A, hard and soft top, radio, heater, spots, etc., 4,000 miles; £945.
1956 M.G. A sports, wire wheels, radio and host of other extras, one owner; £845.—18, Albemarle St., London, W.1. Tel. Hyde Park 7166.
[1813]

SKELLYS OF MOTHERWELL, Ltd., offer:—
1958 Magnette Varitone saloon, black/grey, works mileage only, many extras including H.M.V. radio; offered at £1,125; guaranteed, exchanges, etc.
SKELLYS OF MOTHERWELL, Ltd. Tel. Motherwell 1560.
[1907]

£765—1956 M.G. Magnette, mint condition; payments.—Gulldford 4882 evenings.
[1815]

M.G.

SKELLYS OF MOTHERWELL, Ltd., offer:—
1957 Magnette Varitone saloon, 8,000 miles only, undersealed, special hand-assembled engine, absolutely as new; offered at £995; guaranteed; part exchanges welcome.—Skellys of Motherwell, Ltd. Tel. Motherwell 1560.
[1508]

BROADWAY MOTORS, HOUNSLOW, offer:—
1950 (October) M.G. 1½-litre saloon, maroon, maroon interior, sun roof, spotlight, screenwashers, one owner, a really sparkling example of this popular car; £465; always 50 cars on view.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube). Middx. Hou. 9309/0175.
[C1113]

PARADE MOTORS (MITCHAM), Ltd., offer:—
1956 M.G. A, green and black, fitted very many extras; £555.
1954 M.G. TP, grey and red, many extras; £585.
1954 M.G. TP, cream and green, full tonneau cover, many extras; £555.
1954 M.G. TP, black and beige, excellent condition; £555.
1953 M.G. TD, cream and red, full tonneau and other extras, excellent condition throughout; £495.
1950 M.G. TD, red/red, excellent condition throughout; £445.
PART exchanges and hire purchase welcomed.

PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. 3362/7188.
[C3036]

1955 M.G. TP, one owner, 26,000 miles; £620.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881.
[C4030]

UNIVERSITY MOTORS, Ltd., offer with guarantee:—
1956 M.G. A, white with red upholstery, fitted heater, body car, wing mirrors, screenwashers and luggage carrier, 6,000 miles only; £250.
1956 M.G. A, green with grey upholstery, fitted washers, parking light and luggage carrier, mileage under 11,000; £285.
UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141.
[1339]

CHOICE of 3 immaculate Magnettes, all perfect, one-owner cars:—
1955, black/maroon, 23,000 miles; £745.
1955, grey/maroon, 21,000 miles; £745.
1956, black/maroon, 20,000 miles; £825.

SARGEANT & COLLINS, Bromley, Imperial 2242.
[1818]

H A. SAUNDERS, Golders Green, for your new or used M.G.—Speedwell 0011.
[C3004]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141.
[0956/R]

1956 M.G. A, many extras, one owner, 15,000 miles; £835.—Owens, 87, George St., W.1. Welbeck 6899.
[C3115]

3,000 miles only, 1957 (September) Magnette, new condition, terms, exchanges, Finchley 1503.
[T9036]

1939 M.G. TA Tickford; £220.—Adlerstein, Flat 1, Norfolk House, Bath Rd., Taplow, Bucks. Maidenhead 4992.
[1778]

CRESSCARS, Ltd., for a hand-picked selection of M.G.s and other thoroughbreds.—See Sports Cars column.
[C1125]

1956 (May) M.G. Magnette saloon, maroon, heater; £795.—Carria Motors, Ltd., Lewisham Bridge, S.E.13. Lee. 8585.
[1870]

£599—1955 M.G. TP sports saloon, black with ivory leather, magnificent condition, choice also tiny mileage red one.
LAMB OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222.
[C2052]

1956 M.G. Magnette, blue, red upholstery, heater, screen washers, one owner, 21,000 miles; £800; terms and exchanges.
MARSHALLS (CAMBRIDGE), Ltd., Austin House, Cambridge.
[1646]

1948 M.G. 1½ sports saloon, radio, heater, smart, fast good; £345.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492.
[C5125]

BEARTS OF KINGSTON M.G. specialists.—Sales, spares, repairs, 102, London Rd., Kingston. Tel. Kin. 3348.
[0082/R]

1958 (Jan.) M.G. A coupe, 230 miles only; £1,055.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275.
[C2109]

OSCAR MOORE offers 1½ saloon, blue/grey, 3,000 miles on recon. engine; this must be the prettiest one on the road; terms and exchanges.—204, Ballard Lane, N.3. Finchley 2920.
[1806]

MG. supercharged Q type Brooklands 2-seater, Zoller blown, racing Dunlops, B.R.G. equipped starter, lamps for road use; £275.—Petersfield Garages, 1357 Stratford Rd., Birmingham. Springfield 1848.
[1678]

1955 Magnette, one owner, heater, 16,000 miles, red, beige leather superb condition; £745; terms, exchanges, etc.—Greys Cars (London), Ltd., 277-291, Green Lanes, London, N.13. Palmers Green 2365.
[1750]

1957 series (December 1956) Magnette saloon, model ZB, finished in steel blue with maroon hide upholstery, fitted heater, screenwash, rad. blind, spot lamps, alloy wheel discs, Michelin X tyres, undersealed; £895.—Ilford 5710.
[1892]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
1953 M.G. TD sports, reg. June, black, red interior, silver wheels, wing mirrors, pass light, luggage rack, excellent performance; £475; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C9061]

JACK ROSE, Ltd., offer: 1,000 miles only, 1956 model, M.G. A hardtop in blue, with extras, heater, etc., as brand new, too small for owner, accept £395.—Stafford Rd., Wallington, Surrey. Wallington 6877; also Burgh Heath 2376. [C9056]

745 gns.—1956 M.G. A 2-seater, glacier blue, grey leather, heater, screen washers, perspex sidecreens, tonneau cover, luggage carrier, Michelin X tyres, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

675 gns.—M.G. Magnette 1955 model sports saloon, maroon, leather, heater, screen washers, carefully used; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

K. N. RUDD, Ltd., offer 1956 M.G. A open sports in red, most carefully maintained and serviced since new, not rallied or raced, general condition as new, several extras; £765; terms and exchanges.—K. N. Rudd, Ltd., 41, High St., Worthing, 7773-4. [1734]

M.G. Cars Wanted

R. ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

COUPE hard top sought privately; please indicate colour, mileage, year and price.—Box 3895. [19447]

M.G. Magnette saloon required; immediate payment.—Greenways, 81, Alresford Rd., Winchester. [W4087]

ALMOST new M.G. required immediately.—A Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W3016]

WANTED, 1957 Magnette in exchange for Jaguar Mk. VII, in immaculate condition, and cash.—1, New St., Boston, Lincs. Tel. 5108. [1762]

CNK MOTORS urgently require M.G.s, all models.—355, Finchley Rd., N.W.3. Tel. [W1052]

XXX Excellent cash price offered for good M.G.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

J. H. BARTLETT, the M.G. buyers, TC, TD, TF, M.G. A and YB models.—27, Pembridge Villas, W.11. [W1013]

JOWETT Javelin saloon, superb condition, offered in exchange for M.G. 2-seater.—45, Shirehall Park, N.W.4. Hendon 7755. [1658]

URGENTLY required, 1946/57 M.G. saloons and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lynchburn Rd., Christchurch, Hants. Tel. Highcliff 2275. [W2109]

M.G. Spares and Service

TOULMIN MOTORS.

M.G. specialists.

SOLELY M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of repairs; reasonable prices always in stock; largest c.o.d. service in the country; open Monday to Saturday.

TOULMIN MOTORS, 343 Staines Rd., Hounslow, Middx. Tel. Hou. 2238 and 3456. [0349/R]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gros 4141. [0505/R]

SPARES most models, gaskets, valves, springs, races, wheels, speed modifications.—Derrington, 159-161, London Rd., Kingston, Surrey. 5621-2. [S1071]

M.G. spares, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamo, leaf springs, wheels, hubs, vertical drive assembly; prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R]

MORGAN

ST. BOTOLPHS GARAGE, Ltd., offer:—

1949 Morgan 4/4 sports, red; £250.—12, Magdalen St., Colchester. Tel. 2833. [1662]

1950 Morgan 4/4, 4-seater, 10hp ohv, very sound; £325; hire purchase and exchanges.—Jones Garage, Syston, Leics. [1859]

ROWLAND SMITH'S, the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

BASIL ROY, Ltd., require for cash or part exchange for any make.—161, Great Portland St., W.1. Langham 7735. [0514/B]

Morgan Spares and Service
BASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.1. Langham 7735. [0514/B]

MORRIS MINOR

1953 Morris Minor convertible, ohv engine, black/red upholstery, heater, only 25,000 miles, first-class condition; £385.

EFS MOTORS, Ltd., Kingston By-Pass, Esher, Surrey. [C2112]

H. C. PAUL, Ltd.

1956 (Oct.) Morris Minor de luxe convertible, grey, one owner, 14,000 miles; £515.

1954 Morris Minor Traveller's, black/red; £495.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

1957 Minor 1000 4-door d/l, radio; £625.—Hatch End 2341. [1365]

MORRIS MINOR

RUSSELL MOTORS offer:—

1956 (October) Morris Minor Traveller de luxe, one owner, taxed year, 9,000 miles only; £625. [C9060]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C9060]

R. HARDY & SON offer:—

1957 Morris Minor 1000 4-door de luxe saloon, green, grey upholstery, 9,000 miles, one owner, as new; £635.—52-55, Marylebone High St., W.1. Hunter 0942. [1378]

J. DAVY, Ltd., Morris Agents.

1957 Minor 1000 2-door, heater, one owner, superb condition, comprehensive guarantee; £605.—184, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

ALTWOOD GARAGE offer:—

1956 (series) 27/10/55 Morris Minor 4-door saloon de luxe, green/green leather, heater, one owner, in excellent condition throughout, guaranteed; £505.

ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107]

H. BEART & Co., Ltd., offer:—

1955 Morris Minor 4-door saloon, finished grey, B.M.C. Warranty; £525.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348.

BROCKHAM MOTOR Co. offer:—

1957 (late) 1000, mileage only 7,000, as new; £610.

1956 2-door saloon, green, 17,000, immaculate; £495.

1956 4-door saloon, excellent order; £495.

1956 2-door, grey, as new; £485.

1955 2-door, black, low mileage; £490.

1953 2-door, grey, immaculate; £305.

1950 convertible, special engine; £325.

87, Middle St., Brookham Green, Betchworth, Surrey. Betchworth 2210. Daves Green 310. [C1155]

WARWICK WRIGHT, Ltd., offer:—

1957 Morris Minor 1000 2-door saloon, green, grey upholstery, 6,000 miles; £595.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

DIXON'S GARAGES (PUTNEY), Ltd.

1956 Morris Minor 4-door, 19,000 miles, one owner, as new; £540.—134, West Hill, S.W.15. Putney 0396. [C1073]

COLINDALE SERVICE STATION offers:—

1956 Morris Minor 4-door saloon, heater, immaculate, 10,000 miles, insured; £545.—155-159, Edgware Rd., N.W.9. Colindale 6122. [C1166]

HENLYS offer with 4 months' guarantee:—

1956 Morris Minor Traveller, one owner, heater, beige with red interior; £625.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [1848]

1952 Morris Minor 2-door saloon, finished in green; £395.

1950 Morris Minor convertible, finished in black; £325.

CEDAR SERVICE STATION, Ltd., Fareham. Tel. 2277. [1620]

1957 (Sept.) Minor 1000 2-door de luxe saloon, turquoise, 8,000 miles; £620.

1957 (Jan.) 2-door saloon, one owner; £595.

1957 (May), 4-door, 7,000 miles; £635.

1956 (Dec.) 1000 2-door saloon, under 12,000 miles, one owner; £555.

1956 (April) 2-door saloon, 18,000 miles; £495.

JARVIS A. and B.M.C. warranties—Jarvis & Sons, Ltd., of Wimbledon. Liberty 8221, Wimbledon 2526. [C2066]

1955 Minor 4-door, black/red, one owner; £505.—Below.

1954 Minor Traveller, just overhauled and new engine; £495.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004]

1955 Minor Traveller, green, good condition; £495.—Walton-on-Thames 4233. [1711]

1955 (September) Morris Minor, black, de luxe, one owner, low mileage; £485.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480/0288. [C4121]

1956 Morris Minor 4-door saloon, "empire green", heater, low mileage; £525.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 2440. [3050]

1956 Morris Minor 2-door saloon de luxe, green/green, immaculate; £525.

1956 (Dec.) 57 model, Morris Minor 100 4-door saloon de luxe, birch grey/red, in excellent condition; £565.

OSHOOTT GARAGE, Ltd., High St., Oshott, Surrey. Oshott 41. [1501]

£465—1954 4-door saloon, heater, exceptional condition, terms, exchanges.

D. F. WYATT, 51-53, Fortune Green Rd., West Hampstead, N.W.5. Hampstead 8998. [C4045]

1957 Morris 1000 de luxe 2-door, undersealed, low mileage; £569.—Tel. Brighton 52532. [1773]

MORRIS MINOR

1956 2-door de luxe, 3,000 miles only, one owner; £550.—Bowmans Garage, Weybridge 3365. [C1145]

1955 model Morris Traveller de luxe, green; £515.—Mackay, 5, Ramsdale Rd., R.A.F., Bracknell. [1758]

£595—1956 series Morris Minor Traveller de luxe, one owner, low mileage, heater, in superb order.—Below.

£535—1956 Morris Minor saloon, one owner, low mileage, heater, in spotless order.—Jennings, Richmond 3368. [C3103]

1957 series Morris Minor 1000, 13,000 miles only, absolutely as new, licensed for quarter; £695.—Barnett, 150, Willington Rd., Eastbourne. [C1159]

1957 (Oct.) Morris Minor 1000 2-door saloon, as new; £585.—West Drayton 4242 or Slough 24745. [1775]

1953 Morris Minor 4-door saloon, black/red heater; £435.—Salmons Garages, Ltd. Temple Bar 3338. [C4029]

1955 Morris Minor 2-door de luxe, black/red upholstery; £400.—Tel. Maidstone 53164. [1609]

1956 (May) Minor Travellers, one owner, very clean; £585.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. [C1062]

1953 Minor convertible, one owner, heater, immaculate, guaranteed; £385; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

1953 Morris Minor tourer, grey with red upholstery, as new; £455.—Central Motors (Paddington), Ltd., Pad. 0768. [1783]

1954 Morris Minor 4-door, black, de luxe; £420.—Wing Officer Jones, Matron, Royal Air Force Hospital, Cusford, Wolverhampton. [1674]

£369—1952 Morris Minor convertible, excellent condition throughout; terms.—Autosnipe, 5, Balham High Rd., Balham 1528. [C1009]

1955 Morris Minor 2-door saloon de luxe, black, 17,000 miles; £485.—Vandervell Bros., Ltd., 215, Haversstock Hill, N.W.3. Swi. 4441. [C4067]

1954 (March) Morris Minor 4-door de luxe saloon, heater, black; £445.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 5671-2. [C1080]

1956 Morris Minor de luxe convertible, low mileage, Q.R. perfect throughout; £495.—Q. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016]

1957 Morris Minor saloon, heater, radio, 12,000 miles; £585.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1954 Morris Minor Traveller, heater, one owner, guaranteed; £495; exchanges, terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3094]

1951 Morris Minor 2-door saloon, finished in grey, heater (available shortly); £355.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1339]

1957 Minor 1000 Traveller, 5,000 miles only, birch grey, heater, other extras, as brand new; £645.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011]

1955 (May) Minor 4-door de luxe saloon, heater and screenwasher, excellent; £525.—Hawlings Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.14. Renown 2281. [1702]

1954 Morris Minor travellers car, unquestionable condition, under 20,000 miles, exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2336. [C1087]

1955 (Nov.) Morris Minor, two-door de luxe saloon, grey, 10,000 miles only, just like new car; £490.—Reys Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [C4117]

1954 de luxe saloon, heater, one owner, 23,000 miles, black, excellent throughout; £475; terms, exchanges.—Richards & Carr, Ltd., 35, Kensington St., S.W.1. Belgrave 2711. [C3045]

575 gns.—Morris Minor 1956 series II de luxe Traveller, leather, heater, screen washers, one owner, excellent condition, choice of 2; terms, exchanges.—Rowland Smith, below.

525 gns.—Morris Minor 1956 de luxe saloon, grey, leather, heater, one owner, small mileage spare unused; terms, exchanges.—Rowland Smith, below.

295 gns.—Morris Minor 1950 saloon, black, good condition, choice of 7 Minors; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1955 Minor convertible de luxe, heater, sandy beige, excellent condition; £450, terms and exchanges.—Morris & Paul, 76, London Rd., Epsom, Surrey. Epsom 5611. [C3133]

1957 (Nov.) Morris Minor convertible de luxe, black, red leather, heater, link mats, Undersealed, taxed to end of year; £590 or nearest offer; 2,700 careful miles.—Tel. Perivale 4033. [1503]

1956 (Nov.) Minor 1000 4-door de luxe, dark green, one owner, 7,000, taxed to end of 1958, £685; also 1956 (August) Minor 2-door de luxe, grey/red, one owner, 19,000, taxed, £510.

THE Black Horse Garage, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4422-3. [C1116]

1956 Morris Minor 2- and 4-door saloons, mileage 13 to 15,000, B.M.C. guarantee; £465 to £513; also 1957 Minor 1000 model; £585.—Lanckaster Engineering Co., Ltd., 39-43, Eden St., Kingston, Tel. Kingston 3151-6. [0004/B]

1957 (July) Morris Minor 1000 convertible de luxe, black, red leather, guaranteed 7,000 miles only, as new; £585.—Gibsons Sports Cars (Christchurch), Ltd., Lynchburn Rd., Christchurch, Hants. Tel. Highcliff 2275. [C2109]

WANTED, Morris Minor Cars Wanted
43a, Drewstead Rd., S.W.16. Streatham 8659. [W4059]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MINOR Minor Cars Wanted
MINOR saloon required, consider Traveller model: cash payment.—31, Alresford Rd., Winchester. [W4087]
ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W2016]
YOUR convertible wanted for cash.—Marble Arch Motors, Camberwell Green, S.E.5. Rodney 2181. [T9038]
ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

MORRIS EIGHT

H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004]
£285—1948 Morris 8 4-door saloon, taxed, superb condition throughout; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009]
99 gns!!—1957 Morris 8 de luxe saloon, excellent little vehicle, sound runner; easy hire purchase.—Besscars, 374-6, High Rd., Finchley, N.2. Highgate 9806. [C2126]
1939 Morris 8 series E tourer, enthusiast's car in wonderful order, reconditioned engine, extras include Smith's heater, screen washers, muff, taxed, no dealers.—Wilkinson, 947, London Rd., Thornton Heath, Surrey. Tho. 1003. [1730]
265 gns.—Morris 8 (December) 1946 series E de luxe 4-door saloon, black, sliding head, brown leather, carefully used; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

MORRIS COWLEY

£585!!—1956 Morris Cowley, choice 2, both magnificent, both one owner, small mileage.
LAMBS OF WOOD GREEN (established 1897), 100 cars; 3 months' written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]
H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004]
1955 Morris Cowley saloon, Clarendon grey, one owner, extremely good condition; £335.
G. W. WILKIN, Ltd., 215, Richmond Rd., Kingston-on-Thames. Tel. Kingston 2241. [C4053]
MORRIS Cowley 1954, grey, heater, extras, absolutely new condition; £530.—Hornchurch 8504. [1769]
1957 Morris Cowley Series 3, birch grey, 12,000 miles; £735.—Ing's Garages, Maidenhead. [C2119]
1955 Cowley saloon, black, one owner, strictly serviced; £525.—Hurley, Crickhowell, Breconshire. [1783]
1955 Morris Cowley saloon, grey, red interior, heater, 1 change of owner; £555 or terms.—Hillwood Motors, Mill Hill (London) 4232. [C2108]
1955 Cowley, black, one owner, exceptional order; £535.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]
1955 (March) Morris Cowley saloon, green/green, heater, one owner, 15,000 miles, very clean; £535.—Dobsons, Ltd., Morris Agents, Staines 501. [C1074]
1956 Morris Cowley saloon, green with green upholstery, fitted heater, taxed year; £565.—Gavin Fairfax, Ltd., Virginia Water. Tel. Westwroth 3154. [C2099]
1955 (April) Morris Cowley saloon, black/red leather, heater, one owner; £536.—Vanderwell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 1441. [C4067]

MORRIS OXFORD

A1 at Brown's.
1955 (Sept.) Morris Oxford saloon, black, and red hide interior, heater, extras, beautifully kept and maintained, practically unmarked or unblemished throughout, must be seen to be believed at £575.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]
NEWNHAMS, Ltd.
1956 Morris Oxford saloon, excellent condition; £615.
NEWNHAMS House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]
R. HARDY & SON offer:—
1958 model Morris Oxford, 4,000 miles only, grey/grey upholstery; £835.—52-55, Marylebone High St., W.1. Hunter 0942. [1745]
ALTWOOD GARAGE offers:—
1955 Morris Oxford series II saloon de luxe, Clarendon grey/red leather, heater, wing mirrors, etc., underserved, one owner, taxed, excellent condition, guaranteed; £675; also
1956 Morris Oxford series II saloon de luxe, black/red leather, heater, etc., one owner, moderate mileage, taxed year, immaculate condition throughout and guaranteed; £695.
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107]
H. A. SAUNDERS, Ltd., offer:—
1956 Morris Oxford saloon, black, red upholstery, recorded mileage 11,173, heater, whitewall tyres; £665.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5727 (8 lines). [C4092]
PHILIP RICKARDS, Ltd., offer:—
1956 Morris Oxford saloon, Clarendon grey, 20,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

MORRIS OXFORD

1955-6 Oxford saloon, black; £585.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]
1955 Oxford, black, red leather, one owner, fitted heater; £575.
ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 5266. [C2033]
1956 Morris Oxford, one owner, grey; £595.—Bowmans Garage, Weybridge 5265. [C1143]
H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004]
NOVEMBER '55 Oxford, black, immaculate condition; £595.—Robbins, East Putney. Tel. 7881. [C3010]
1955 Oxford Traveller, a fine, sound vehicle; £595.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]
£395!!—1951 series Morris Oxford saloon, one owner, excellently maintained, coachwork as new.—Jennings, Richmond 3368. [C3103]
1955 Morris Oxford, heater, many extras, good condition; £595.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [1747]
1952 Morris Oxford, blue, heater, recently re-lined brakes, excellent condition; £390.—Maythorpe Motor Co., Sydenham 6827. [C3135]
PEDIGREE ESTATE CARS offer 1956 Morris Oxford, very nice order throughout; £695.—340, Euston Rd., N.W.1. Euston 7889. [C3093]
1953 model Oxford, heater, leather, in very good condition throughout; £449. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]
1954-5 series II Morris Oxford saloon, green/green, very well maintained; £525. Oxshott Garage, Ltd., High St., Oxshott, Surrey. Oxshott 41. [1502]
295 gns.—Morris Oxford 1949 saloon, leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
1956 Morris Oxford, black with maroon upholstery, fitted heater and screenwashers, recorded mileage 18,000, spotless condition; 4 months' guarantee; £650.
1956 Morris Oxford Travellers car, grey with red upholstery, extras include heater, wing mirrors and perspex windscreen, sunshield, 18,000 miles only; 4 months guarantee; £695.
UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [1337]
1956 Morris Oxford saloon, colour black with red interior, a one-owner car meticulously maintained; £565.—Poland St. Garage, 51, Poland St., London, W.1. Ger. 9010. [C3138]

Morris Oxford Cars Wanted

MORRIS Oxford saloon required; consider Traveller, 1956.—81, Alresford Rd., Winchester. [W4087]
ALMOST new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]
ROWLAND SMITH'S, the Oxford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

MORRIS ISIS

H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004]
1956 Morris Isis de luxe saloon, one owner, black with red interior; £675.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. [C4118]
PEDIGREE ESTATE CARS offer 1956 Morris Isis Traveller estate car, very nice order throughout; £695.—340, Euston Rd., N.W.1. Euston 7889. [C3093]
1956 Isis de luxe saloon, only 16,000 miles, black, red leather, heater, unblemished and guaranteed throughout; £695.—Campbell Symonds, Wembley 6262. [C1037]

Morris Isis Cars Wanted

MORRIS Isis saloon, 1957, required; cash payment.—Greenways, 81, Alresford Rd., Winchester. [W4087]

Morris Miscellaneous Cars Wanted

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0996/R]
ROWLAND SMITH'S, the Morris buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Morris Spares and Service

MORRIS genuine spares and special service in the West End.
S. MORRIS AND COMPANY, Cleveland Garage, St. Paul's Way, Tel. Mus. 1932. [0342/R]
HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. [83054]
R. HARDY & SON, 55, Marylebone High St., W.1. hauls and coachwork our speciality: exchange engine units, spares and accessories.—Hunter 0942. [0365/R]

NASH

NASH.
NEW models, spares and service.
NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558. [0937/R]
1952 Nash Rambler station wagon, radio, heater, cost new over £2,000, excellent condition; £595.
JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

OLDSMOBILE

SCOTT CARS offer:—
1956 Oldsmobile Rocket 88 Holiday 4-door pillar-less saloon, power steering, power brakes, radio, heater, one owner, absolutely as new.
1951-2 Oldsmobile Rocket 88, hydramatic drive, radio, heater, outstanding condition.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676/7779. [C4016]
1957 Oldsmobile Super Rocket 88 4-door holiday saloon, 2-tone grey, fully equipped.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4658. [C4028]
LEX—sole distributors in the U.K. require good used post-war Oldsmobiles.
LEX GARAGES, Ltd., Forty Avenue, Wembley. Arnold 3970.
LEX—The American car specialists; see offers under Used Car column. [0403/R]
Oldsmobile Cars Want-d
SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all Oldsmobile cars.—345, High Rd., Wembley. Wembley 3903, 8691. [W4015]
Oldsmobile Spares and Service
REPAIRS and service by sole U.K. distributors.—Lex N.W.1. Primrose 0161. [0627/R]

OPEL

B. J. HUNTER, Ltd., Austin agents, offer:—
1956 (Oct.) Opel Kapitän saloon, low mileage, very economical; £995.
J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]
Opel Spares and Service
LANCASHIRE, Cheshire and North Wales distributors for service and spares.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19. Rus. 2874-5. [0513/R]
PRIDE & CLARKE, Opel stockists; quotations; c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [3068/R]
OFFICIAL Opel Spares and Service Agents, B. & C. Concessions, Ltd., 46-50, Gloucester Ave., London, N.W.1. Primrose 0161. [0954/R]

PACKARD

8-SEATER Packard limousine, privately owned, registered 1940, excellent condition; £335.
1951 Packard 4-door saloon, r.h.d., automatic drive, blue; £725.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4658-9. [C4028]
1938 Packard limousine, f.f. auxiliary seats, l.h.d. all tyres as new, exceptional condition throughout; £250.—Salmons Garages, Ltd. Temple Bar 3358. [C4029]
125 gns.—Packard Super-8 1938 32.5hp saloon, black, heater, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
Packard Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Packard cars.—345, High Rd., Wembley. Wembley 3903, 8691. [W4015]
Packard Spares and Service
JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4658. [84028]
LEONARD WILLIAMS & Co., Ltd., for Packard spares.—Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R]
Panhard Cars Wanted
DYNA saloon required privately, 1954 to 56.—1, Gordon St., Doncaster, Yorkshire. [1685]

PEUGEOT

ALPINE BUSHEY GARAGES, Ltd., offer:—
1952 Peugeot 203, black, 30,000 miles from new, many extras; £450.
83-85, High Rd., Bushey Heath. Bushey Heath 3282 & 3. [C1119]
1952 Peugeot 205, immaculate, many extras, must be seen; £425.—St. Botolphs Garage, Magdalen St., Colchester. Tel. 2833. [1740]
£498—Peugeot 205, 1952-3, overdrive, sun saloon, beautifully maintained, excellent tyres, small mileage, 35 m.p.s., very distinctive; many others: A.A. or R.A.C. exams, welcomed; exchanges, hire purchase.—Benmotors, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5056-7. [C1017]

PLYMOUTH

DIRECTED by the Commissioners of H.M. Customs and Excise, the Mesash Motor Sales Organisation, Ltd., announce that the following car will be offered for sale at sales headquarters Mesash, Burton-on-Trent, at 3.30 p.m. on Tuesday February 18th, 1958.
1957 Plymouth Belvedere sedan, reg. no. Q8 9750 first registered August 21st, 1957, chassis no. 16171352; the car is a left hand drive model, has automatic drive, power brakes and steering, speedometer reading 4,000 miles, exterior colour black, this car is subject to a reserve of price. [1595]

PONTIAC

C.A.T. MOTORS for value offer:—
1951 Pontiac de luxe saloon, hydramatic drive, radio, heater, sun-visor, etc., etc., outstanding bargain; 398 gns.—56, Warren St., W.1. Euston 1926, evenings Primrose 3232. [C1138]
B. J. HUNTER, Ltd., Austin agents, offer:—
1955 Pontiac Chieftain saloon, r.h.d., 7,000 miles only, all extras; £1,250.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PONTIAC

1955 Pontiac Chieftain V8, r.h.d., 4-door saloon, radio, heater, 20,000 miles. £1,295.—British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., Pontiac main agents, urgently require all Pontiac cars.—345, High Rd., Wembley 3905, 8691. [W4015]

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3 (Tel. Flaxman 7752-5-4). Sole distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R]

PORSCHE

WORKING MOTORS, Mercedes distributors.

1957 (August) Porsche 1600, 1,500 miles only, radio, silver/red, radio, one owner, £1,725.—Maybury Hill, Woking 4277. [C4057]

1954 Porsche convertible, r.h.d., 54,000 miles, one owner, most beautifully maintained; £995.—TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

1957 Porsche 1600 super convertible coupe, silver, black leather, black hood, total mileage only 3,000, as new; £1,975.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. [C2015]

1957 Porsche Carrera fixed head coupe, fitted Spyder engine with 2 twin-choke Webers, polychromatic blue, red side, low mileage, as new, £400-worth of extras, including self-sealing radio and chrome wheels, cost new £5,265; now £2,450.—Central Newbury Motors, Ltd., Tel. Newbury 2000. [C1157]

J. H. BARTLETT, the Porsche buyers and stockists, offer Porsche 1956 hardtop coupe, 500 miles only; Porsche Carrera, 125mph coupe; Porsche 1957 Super coupe, many extras, 6,000 miles, £1,525; Porsche 1955 super coupe, 11,000 miles only; 1956 demonstrator available; repairs and service.—27, Fembroke Villas, W.11. Baywater 0523. [C4015]

Porsche Spares and Service
V & F MONACO MOTORS, Porsche spares and service.—6, Astwood Mews, Courtfield Rd. S.W.7 (near Gloucester Rd Station). Fremantle 4314. [0257/R]

RACING CARS

COOPER Mk. X; Michael Christie's own car; see classified column under "Cooper".
ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. [C1094]

JBS formula 3 with Norton double knocker motor, many special extras, renewed by Francis Beart, new racing tyres, genuine offers only please.—Leslie Wood, St. Albans 52050. [1717]

COOPER Climax F.2, July 1957, raced four times, winner Vanwall Trophy Race, Shettleston, second German Grand Prix F.2 race; fitted new Nimonic valves—Formula 1 body, long range tanks, fully prepared and ready to race; £1,875.
BRIAN MAYLOR, 81-83, Wellington Rd. South, Stockport. Tel. Stockport 4234, 6138. [1832]

COOPER'S GARAGE (SURREY), Ltd., 243, Ewell Rd., Guildford, Surrey, Tel. Elmbridge 2346, are sole concessionaires for the 1950 Formula II Cooper-Climax and 500cc Formula III racing cars and 1,100cc and 1,500cc Cooper-Climax sports cars. [0281/R]

RAILTON

TERRIFIC CARS, Ltd., the Railton specialists all models for sale and wanted; spares and service available; club members welcomed.—384, London Rd., Thornton Heath, Surrey, Tel. 3037 or Caterham 4976. [1980]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R]

H. C. PAUL, Ltd., Renault Fregate saloon, lavender grey, one owner, 15,000 miles; £650.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]

AUTOSALES offer:—

1957 Dauphine sunroof saloon, finished red, many extras; £745.

1957 Dauphine saloon, finished red, 9,000 miles; £725.

1956 Dauphine saloon, automatic clutch, one owner; £675.

1956 Dauphine, beige; £665.

1955 750 saloon, small mileage; £475.

1953 750 saloon, engine overhauled; £375.

AUTOSALES (LONDON), Ltd., Belisle Rd., N.W.5, Tel. Maids Vale 5555, 2155. [C1151]

COX'S OF LEICESTER offer:—

1957 (April) Renault Dauphine, guaranteed 4,000 miles, fitted high grade radio, red with matching upholstery, as new throughout; £725.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 27519-20023. [1721]

ALPINE BUSHEY GARAGES, Ltd., offer:—

1958 Dauphine, sea grey, Ferlec; list.

1955 750, choice of 2 from £425.

1957 Dauphine, Ferlec clutch, French blue, 8,000 miles; £685.

NEW Dauphines, immediately available.

83—85, High Rd., Bushey Heath, Bushey Heath 3282 & 3. [C1119]

RENAULT

WORKING MOTORS, Mercedes distributors.

1955 model Renault Fregate de luxe saloon, radio, whitewall tyres, recent engine overhaul; £625.—Maybury Hill, Woking 4277. [C4057]

PARK MOTORS (KINGSTON), Ltd., offer:—

1957 Renault 750cc saloon, one owner, 8,000 miles only, spare unused; £585.—187-193, London Rd., Kingston-on-Thames. Kingston 7610. [C3124/1]

PARK MOTORS (KINGSTON), Ltd., offer:—

1957 model Renault Dauphine DL saloon, one owner, in immaculate condition; £595.—187-193, London Rd., Kingston-on-Thames. Kingston 7610. [C3124]

CAR SALES (Primrose 8623) offer:—

1956 Renault Fregate Amiral, finished 2-tone, one private owner; £725.
3 months' guarantee; terms: list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

RICHARDS & CARR, Ltd., are always best value.

1957 (December) Dauphine, latest heater, blue, virtually new condition, outstanding value; £695.

1956 (September) Dauphine, green, thoroughly good throughout, unquestionable bargain; £615.

1954 750 de luxe saloon, one owner, 27,000 miles, bronze, superb; £395.

1955 Fregate Amiral, one owner, many extras, exceptionally good example; £595.

1958 Dauphines, new, immediate delivery.—35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

1956 Renault 750cc saloon, dark metallic green, one owner, 20,000, taxed; £485.

THE BLACK HORSE GARAGE, 174-176, Sheep Rd., Richmond, Surrey. Richmond 4522-5. [C116]

AUGUST, 1956, Dauphine, finished in sage green, 10,000 miles only, many extras; £665.

ERIC HAYES, Ltd., 73 Bishop's Bridge Rd., W.2, Ambassador 8266. [C2033]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873; Surrey distributors; est. 1909, offer:—

1957 Renault Dauphine, Ferlec clutch, 4,000 miles, red; £720.

1957 Dauphine saloon, Ferlec clutch, 10,000 miles, blue; £700.

1955 750 saloon de luxe, taxed; £450; fawn/red.

WE have 25 Renaults in stock; new, used; call, inspect. [C4070]

1955 (June) 750 saloon, sliding roof, radio, etc., excellent; £485.—Routins, East Putney. [C3010]

1957 Renault Dauphine, 6,000 miles, Ferlec clutch, sunshade roof; £685.—Farnham Motor Co. Ltd., Downing St., Farnham, Tel. 4975-4. [C2110]

JULY 1957 Renault Dauphine saloon, red with red upholstery, booster heater, and windscreen washers, 5,600 miles; £695.

OXFORD & SON, Limited, The Fairway Garage, West Street, Portchester, Hants, Tel. Cosham 76770. [C2127]

1957 Renault Dauphine, red, Ferlec clutch, Michelin X tyres, and many extras, 9,000 miles, one careful owner; £695.

OXFORD & SON, deferred terms—John S. Truscott, Ltd., 175, Westbourne Grove, W.11, Baywater 4274. [C4035]

1958 model Renault Dauphine, 3,000 miles, just as new; £695.—John Alcock, Walley St., Biddulph, Stoke-on-Trent, Tel. Biddulph 3174. [1676]

1953 Renault 750 de luxe saloon, 4 doors, finished in bronze, a very fine example open to any examination, excellent tyres, etc.; £340.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

BARNEHURST GARAGE, Ltd., have a selection of guaranteed used Renaults, all models.—Barnehurst Garage, 1-9, Barnehurst Rd., Bexleyheath 725. [0134/R]

1955 (June) 750, duo colour, low mileage, excellent condition; £445.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4061]

1955 Renault Fregate, blue with grey trim, 18,000 miles only, excellent condition; £695.—Old Shoreham Garage, Norman Motors, Ltd., Shoreham-by-Sea 3953. [1695]

1957 (July delivery) Renault Dauphine, pale blue, absolutely like new, 7,000 miles only, wing mirrors fitted; this car has been very carefully used and maintained by us since new; £695.

COVENTRY & JEFFES, Ltd., Tel. Bristol 37076. [1807]

1957 Renault Dauphine saloon, Ferlec automatic clutch, 3,500 miles, as new, guaranteed; £685; terms exchanges.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]

Renault Cars Wanted

RENAULT 750 wanted privately, 1952 or later.—A. Jones, Brimant, Flint, North Wales. [1584]

ROWLAND SMITH's the Renault buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

DAUPHINES, Fregates and 750s urgently wanted.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [W3045]

GOOD Renault required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath 3282.—Renault distributors will purchase all models. [W1119]

WELHAM'S RENAULT SALES, SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy post-war Renaults. [W4070/R]

Renault Spares and Service

BARNEHURST GARAGE, Ltd., Renault sales and service spares and repairs.—1-5, Barnehurst Rd., Bexleyheath Tel. Bexleyheath 725. [0943/R]

RILEY

DICKS.

1947 Riley 1½-litre 4-door estate car; £350.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.5. Tel. Gladstone 7175. [C1072]

LEX

1956 Riley Pathfinder, black and red.

LEX GARAGES, Ltd., Forty Avenue, Wembley, Middx. Arnold 3970. [1563]

BENTALLS, Ltd.

1955 Riley 1½-litre, 2-tone black/ivory, green upholstery, radio, heater, 19,000 miles; £795.—Kingston-on-Thames, Kingston 1001. [C1093]

L. F. DOVE, Ltd., offer:—

1953 Riley 2½-litre saloon; £585.—L. F. Dove, Liberty 3435. [C1077]

J. JAMES (LONDON), Ltd.

FOR new and second-hand Riley cars.

RILEY CARS, 55 & 56, Pall Mall, S.W.1. Tra. 7311, or 832, Finchley Rd., N.W.11. Tel. Speedwell 6762. [6354]

ROSE & YOUNG, Ltd., offer:—

RILEY 1.5-litre saloon, 2,000 miles only, immaculate condition.—85-89, St. John's Hill, Streatham Hill, S.W.2. (1 min Streatham Hill Station.) Tulse Hill 6464. [C3057]

MAYFAIR COUNTRY CARS offer:—

1955 1½-litre, H.M.V. radio, heater, superb condition; £795.—47, Montrose Place, S.W.1. Belgrave 5254. [C3008]

BOON & PORTER, Ltd., distributors.

1.5 and 2.6 on show.

1951 1½-litre, one owner, B.R.G. sold and serviced by us, full history; £495.

CASTELNAU, S.W.13 (nr. Hammersmith Bridge), Riv. 4444. [C1022]

COMPTON & FULLER, Ltd., offer:—

1955 (late) Riley Pathfinder, one owner, black, maroon, faultless; £725.—Elmers End, Beckenham, Bec. 3570. [C1110]

GUY SALMON AUTOMOBILES offer:—

1956 Riley Pathfinder, dark green/green upholstery, tartan loose covers, H.M.V. Radio-magic, 15,000 miles only, one owner, whole car in faultless condition; £900.—Portsmouth Rd., Thames Ditton, Esher 5551-2-3. [C4001]

HENLYS offer with 4 months' guarantee:—

1955 Riley Pathfinder saloon, one owner, black with red interior; £645.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Please ask for Mr. Gray. Tel. Gulliver 5721. [1856]

SKELLYS OF MOTHERWELL, Ltd., offer:—

2.6 saloon, 1958 series, duo-tone black/grey, red leather, 900 miles only, radio, heater, under-sealed, etc.; offered at approximately £150 under cost a few weeks' Ltd.; guaranteed, part exchanges welcome.

Skellys of Motherwell, Ltd., Tel. Motherwell 1560. [1509]

CLARKE & SIMPSON, Ltd. (Riley sales and service), offer:—

1.5; inspect and drive this new Riley at our show-rooms, early delivery in rotation of orders.

2.6; inspect and drive this new Riley, also immediate or early delivery in rotation of specifications.

1952 2½-litre saloon, black, red, heater, in condition well above average; £495.

CLARKE & SIMPSON, Ltd., 48, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1046]

H. A. SAUNDERS, Golders Green, for your new or used Riley.—Speedwell 0011. [C4000]

1956 Riley Pathfinder, maroon, red leather, 25,000 miles only, one owner, immaculate; £875.

SAUL & BLATTER, Ltd., 44, Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4002]

1953 Riley 1½-litre saloon, radio, heater, grey; £595.

CIRCUS GARAGE (BRIGHTON), Ltd., 88, Preston Rd., Brighton 27045 & 29545. [C1147]

BEARDS OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R]

RILEY 1½-litre, 1947, blk., wonderful condition, carefully maintained; £450.—Tel. Middleton-on-Sea 3345. [1217]

1950 (Feb.) Riley 1½-litre saloon, maroon, red leather, genuine 36,000 miles only, specimen car; £485.

1949 (Aug.) Riley 2½-litre saloon, black, red leather, nice condition; £595.—Gibsons Sports Cars (Christchurch), Ltd., Leyland Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

1955 Riley Pathfinder, 25,000 miles, one owner, in beautiful condition; £655.—Wards Garage, Tunbridge Wells, Tel. Southborough 1000. [8177]

1955 Riley Pathfinder, finished in elephant grey, one owner, fitted radio, heater, low mileage; £750.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2, Ambassador 8266. [C3033]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1953 Riley 2½-litre RMP, one owner, 28,000 miles, absolutely as new, many extras; £650.—Eaton Motors, St. Neots 8497. [1864]

CAMDEN MOTORS for Rileys, selection from our stock of post-war models, see display advert on page 58 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

1955 Riley Pathfinder, radio, extras, one owner; £795.—Basil Rolif, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [1748]

1957 Riley 2.6 saloon, two tone, overdrive, quite a new car; part exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2526. [C4007]

£370 or near offer; 1946 Riley 1½, black/brown; present engine 24,000 miles; H.M.V. radio—11a, Wallacote Rd., Weston-super-Mare, Somerset. [1777]

£465—1951 series Riley 1½ saloon, one owner only, engine reconditioned, very superior order throughout; terms to suit and exchanges.—Coachcraft, Kim Rd., Evesham, Tel. 2775. [C1053]

1947 Riley 2½-litre saloon, ivory and black, an exceptionally well-kept car, tremendous performance, taxed; £395.—Noel Roscoe, Ltd., High Rd., Byfleet 270. [C3151]

1947 Riley 1½-litre sports saloon, one private owner, original condition, with superb performance; £375.—R.L.S. Motors, Ltd., 601-609, Motor's Rd., S.W.6. Renown 4492. [C3125]

SEPTEMBER, 1954, Riley Pathfinder, radio, heater, bench-type seat, in exceptionally good condition throughout; £765.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]

1951 Riley 2½-litre, finished in black with red leather upholstery, fitted with heater, new tyres, an immaculate car; £535.—Apply King's Motors (Oxford), Ltd., New Rd., Oxford. Tel. 48458. [C3136]

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [0446 R]

295 cns.—Riley 1948 1½-litre 4-door 5-seater estate car, natural hardwood body, brown leather, removable rear seating, carefully used; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Riley Cars Wanted

R **ROWLAND SMITH'S**, the Riley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

PATHFINDER, bucket seat, cash.—Edgware 5574, Evenings Hatch End 3264. [1694]

ALMOST new Riley required immediately.—Morley, 176, Cambridge Rd., Kingston. Kingston 9365. [W3016]

URGENTLY required, 1946-55 Riley 1½-litre saloons, Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275.

XXX Excellent cash price offered for good Riley. H. P. Edwards, 26-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

Riley Spares and Service

ARCO ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [0235/R]

ASK Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or Tel. Coventry 2146-7. [0443]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in this country; special equipment for mechanical and coach repairs.—52, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0092/R]

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989/R]

ROLLS-ROYCE

P.B. Ltd., offer:—**1952** Silver Wraith special 6-light owner-driven saloon by Park Ward, black with beige leather, big bore engine, reasonable mileage, in almost new condition.

Wraith razor-edged sports saloon, with 1940 division, by Freestone & Webb, dark maroon, with beige leather, an exceptionally pretty car in excellent condition.

PADDON BROS. Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033]

JAMES TAYLOR offer:—**1950** Reg. Rolls-Royce Phantom III, black/grey, large boot, immaculate; £695; consider part exchange.—Findon Rd., Worthing, Sx. Findon 3022. [C4027]

RODNEY HOWARD & Co., Ltd., offer:—

1954 (October) Rolls-Royce Silver Dawn saloon, with automatic transmission, silver grey with red interior, all extras, a beautiful car in exceptional condition throughout; £2,150.—16, Albemarle St., London, W.1. Tel. Hyde Park 7166. [1812]

£75—1928 Rolls Phantom I saloon, mint.—Guildford 4882 evenings. [1816]

1928 Rolls-Royce 21.6, fitted coachbuilt brake body in splendid condition, fine runner, good tyres; £85.—154, Lancing Rd., Orpington, Tel. 22435. [C1165/1]

1935 20/25, exceedingly smart Park Ward limousine, face-forward seats, drop division, leather throughout, spotless, bargain price.—Claude Burgoyne & Co., St. Peters Rd., Hammersmith, Riverside 7644. [C1156]

ROLLS-ROYCE

J. B.

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY Ltd., Berkeley Sq., Mayfair 7444. (Open until 7 p.m.) [C1082 R]

CAR MART, Ltd.

OFFER with distributors' guarantee.

£2950—Rolls-Royce Silver Wraith H. J. Mulliner saloon, reg. December '52.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039]

H. C. PAUL, Ltd.

1954 Rolls-Royce Silver Dawn saloon, synchronous mesh, midnight blue and light tan interior, 29,000 miles.

1949 Rolls-Royce Wraith Park Ward saloon, black, 29,000 miles only, one owner; £1,550.

1939 Rolls-Royce Wraith sports saloon with division by H. J. Mulliner, black, green interior, radio, heater, very exceptional condition; £1,075.—32, Bruton Place, Berkeley Square W.1, Mayfair 0821-2. [C3040]

H. R. OWEN, Ltd.

1957 Silver Cloud saloon, power steering, velvet green, with beige hide; £4,950.

1956 Hooper Silver Cloud saloon, black with green hide, 15,200 miles; £3,500.

1949 Freestone & Webb Silver Wraith sports saloon, black with beige hide; £2,250.

OFFICIALLY appointed retailers.

17, Berkeley St., W.1. Tel. Mayfair 9060. [1738]

MANN EGERTON.

1955 Rolls-Royce Silver Wraith touring limousine by Hooper, automatic gear box, 2-tone grey with grey hide upholstery, 8,500 miles; £5,250.

1953 Rolls-Royce Silver Wraith Park Ward 6-light saloon, 2-tone green, 17,000 miles; £3,550.

14 Berkeley St., W.1. Hyde Park 2073. [C2006]

REG TIMMS offer:—

1954 (October) Rolls-Royce Silver Dawn, steel grey with red hide interior, fully automatic, radio, heater, and every other refinement possible; a thoroughbred of this breed, new tyres, two owners, very nominal mileage; Rover maintained; unmarked; £3,150.—28-30, High Town Rd., Luton. Tel. 3954-5. [C4124]

GREENHILL MOTOR Co. offer:—

1957 Rolls-Royce Silver Cloud, fully automatic power assisted steering, in duo-grey, de luxe radio, etc., one titled owner, chauffeur driven, Rolls-Royce maintained, maker's guarantee transferable, 11,000 miles; this car is offered at £4,950.—Marsh Rd., Pinner, Middlesex. Pinner 9888. [C2125]

MASCOT MOTORS, Ltd., offer:—

1940 Wraith Cockshott o/d razor edge sports saloon, black/grey, beige leather.

1935 20/25hp Barker sports saloon with division, black/maroon, red leather.

237, Kensal Rd., W.10. Ladbrooke 1231-2. [C3007]

AUTOMOTIVE & MARINE offer:—

1935 20/25 owner-driven sports saloon, one owner, large boot, by Mulliner; choice of 14 cars at realistic prices.

WANTED for cash all types Rolls-Royce with unusual coachwork.

CROWN GARAGES, Albany St., N.W.1. Euston [C1144]

DUNCAN HAMILTON & Co. offer:—

1937 Rolls-Royce Phantom III close-coupled owner-driven sports saloon with disappearing division by Hooper, projecting boot, very pretty car; £475.

33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]

JACK BOND (VINTAGE AUTOS) offer:—

PHI sedan, coachwork by Barker, late 1937, truly immaculate condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079]

1937 Rolls-Royce 25/30 Freestone & Webb 7-seater, wide occasional; £545.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

CASS'S MOTOR MART, 1936 Rolls-Royce 25/30 Mulliner saloon with boot, 7 seats, Rolls-Royce history.

1936 Rolls-Royce 20/25 Thrupp sports saloon with boot and division, dark green, outstanding condition.—5, Warren St., W.1. Euston 4110. [C1040]

A&S, Ltd., Selection of Silver Wraith and 30hp

ALPE & SAUNDERS Ltd., (Limousines Purchased),

Providence Court, North Audley Street, (Near Selfridges), Mayfair 2541. [C1006]

CHARLES POLLETT, Ltd., officially appointed Rolls-

Royce and Bentley Retailers and Repairers.

SHOWROOMS: 15, Berkeley St., London, W.1. May-

fair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off

Elgin Ave. W.9. Cunningsham 5936. [C2010]

1936 Rolls-Royce 20/25, body by Windover, 4-door

sports saloon, recently overhauled, interior

retrim, two owners, history; £575.

S. F. BROUGHTON & Co., Ltd., Grove Garage,

Cheltenham 2283, 4023. [1614]

ROLLS-ROYCE

1948 Rolls-Royce Silver Wraith Hooper touring saloon, black and grey, Full flow engine, superb condition; £1,695.—Euston 5523. [C1040]

1934 Rolls-Royce P11 Gurney Nutting 4-light saloon with drop division, boot; any inspection; £365.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

HEARSES—We are building deck and bearers on the 50hp chassis, brochures available, inspection invited.

ALPE & SAUNDERS (COACHBUILDERS), Ltd.,

Station Approach, Kew Gardens, Richmond 1161. [C1102]

1954 Rolls-Royce drop head coupe, power operated hood, body by Park Ward, a very rare car, in first-class condition; £3,350.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

19000 miles only, 1939 25hp Rolls, 7-passenger limousine; offers required.—Guildford 4882 evenings. [1817]

1938 Rolls-Royce Phantom III, Thrupp & Maberly

division, saloon, grey/green leather, specimen condition; £795.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4622-3. [C1116]

EDWARDS & Co. (COACHBUILDERS), Ltd., Bourne-

mouth (Tel. 1272-3), officially appointed Rolls-

Royce retailers and repairers; reliable used cars in stock. [4264]

1938 Rolls-Royce 25/30 Hooper 7-passenger, double enclosed, face-forward seats, wonderful value at £645.—King's Motors, 1, High St., Hounslow 3532 & 2559. [C2049]

1932 Rolls-Royce 20/25 Thrupp & Maberly saloon de-ville, most impressive carriage in amazing good condition, original throughout; £325.—Eaton Motors, St. Neots 8497. [1865]

1950 Rolls-Royce Silver Wraith saloon, silver grey condition.—Newbury Motors, Ltd., Halesowen, Halesowen 1641. [8939]

1954 Rolls-Royce Silver Dawn standard steel saloon, dual grey with blue leather, excellent condition.—Rippon Bros., Ltd., Huddersfield, Bradford, Leeds and Sheffield. [C3100]

1928 Rolls-Royce 20hp fitted coachbuilt ash utility brake body, in splendid condition, perfect runner, good tyres, photos; £85.—154, Lancing Rd., Orpington. Tel. 22435. [C1163]

1957 Rolls-Royce Silver Cloud standard saloon, black/sand, biscuit leather, low mileage.—For full details please write or phone Mr. Moules, Wessex Motors, New St., Salisbury. Tel. 3275. [C4087]

1955 Rolls-Royce Silver Cloud, Tudor grey, two-tone, automatic gear box, under makers' guarantee; £4,150; h.p. arranged.—J. Richards, Bracadale, Shirley Church Rd., Addington, Surrey, Spr. 6573. [1603]

1955 Rolls-Royce Silver Wraith, Park Ward touring saloon, automatic gear, 2-tone green, Earle Court Show car, 21,000 miles only; £4,750.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow, Potter Street 121. [C3038]

SOUTHERN MOTOR COMPANY specialise in sale, repair and maintenance of Rolls-Royce owner-driven cars, particularly replicas with modern coachwork, and usually have a few Replica models available.—Lowfield Heath, nr. Crawley, Crawley 437. [10354]

1951 Silver Wraith delivered Dec. '50 James Young saloon, Cadillac green, beige leather upholstery, mileage only 35,567, splendid condition, a beautiful and impressive car that must be seen to be appreciated; bargain at £2,375; seen W.2.; no dealers.—Box 3162. [1654]

1932 20/25 sports saloon by Thrupp and Maberly, grey and black, a connoisseur's specimen, with full history available for genuine reason; seen North; only those interested in a good car in proved condition need apply for particulars and photograph to Box 3930. [9935]

1952 (July) Rolls-Royce Silver Wraith razor-edge touring limousine, fitted electric division, body by H. J. Mulliner, Air Force blue, blue hide upholstery, red mahogany woodwork, fitted radio, air conditioning, cocktail cabinet and other extras, mileage 5,000, repeat 5,000 only, one owner from new, all the latest modifications fitted, car has been vetted by Rolls-Royce and H. J. Mulliner as being in new condition, full Rolls history available, cost new £8,500; £4,250.—Svan Garage, Southampton 27373. [C4112]

Rolls-Royce Cars Wanted

CASS'S MOTOR MART require good Rolls-Royce.—5, Warren St., W.1. Eus. 4110-5523. [W1040]

1954/5 Rolls-Royce "Sports" Silver Cloud; full details, history and price to Box 5927. [1606]

ROWLAND SMITH'S, the Rolls-Royce buyers; highest

cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

XXX Excellent cash price offered for good Rolls-

Royce.—H. F. Edwards, 154, Great Titch-

field St., London, W.1. Langham 0012. [W2003]

1932-6 20/25 or P. II sports saloon or drop head

wanted urgently.—Little Arcall, West Rd.,

St. Georges Hill, Weybridge. Tel. 3545. [1759]

ALPE & SAUNDERS Ltd. require Rolls-Royce

Limousines. Good prices for cars in above average condition.

A&S Ltd., Providence Court, North Audley

Street, (Near Selfridges), Mayfair 2941. [W1066]

MASCOT MOTORS, Ltd., offer best prices for Rolls-

Royce cars.—237, Kensal Rd., London, W.10. Ladbrooke 1231-2. [W3007]

GEORGE NEWMAN & Co. purchase for cash post-

war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W5023]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Spares and Service

A SERVICE unequalled
OFFICIAL repairers Rolls-Royce cars.
SERVICING, overhauls, accident work.
COACHWORK, recelluloseing, trimming, etc.
SPARES service.—Fla. 2223 (7 lines).
JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R]
CHARLES POLLETT, Ltd., officially appointed retail and repairers.
SHOWROOMS—18, Berkeley St., W.1. Mayfair G266.
SPARE parts.
SERVICE—Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R]
ALL spares, new and second-hand, for all pre-war Rolls-Royce cars; all repairs and service.—Compton, 69, Westow St., Crystal Palace, S.E.19. [0064/R] 5362.

ROVER 10, 12, 14, 16, 20

£255—Rover 12 saloon, expensive but this car is really worth it, 1939 but in mint condition and mechanically perfect; terms.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2020. [1708]
£155—1937 Rover 14 saloon, coachwork in beautiful condition, good all round mechanical order, and, repeat, only £155; terms.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage 2020. [1709]

ROVER 60

J. DAVY, Ltd., Rover agents.
1957 Rover 60, overdrive, 6,000 miles, one owner, immaculate, comprehensive guarantee; £1,195. 184, Kensington High St., W.8. Wes. 7181.
180—215, Brompton Rd., S.W.3. Kni. 4215. [C1069]
1956 (March) 60 saloon, 15,000 miles, as new; £1,045.—Below.
1956—Robbins, East Putney, Tel. 7861. [C3010]
1956 Rover 60, black, red upholstery, one owner, 14,000 mls., as new; £1,045 o.n.o.—Gra. 2409. [1687]
1956 Rover 60 duo grey, list price.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 4873-4. [C2110]
1955—dove grey, with radio; £935.—Gordon Lovett, Ltd., 45, The Mall, Ealing, W.5. Ealing 4777. [1858]
1954 Model (December 1953) Rover 60, in black with tan leather upholstery, showroom condition, supplied and maintained by us; £765. L. INGTON BROS., Ltd., Rover distributors, Portl. mouth, Tel. 7150. [C1297]
1955 (Oct.) Rover 60 saloon, one careful owner, 15,000 miles only, supplied and maintained by us, dark grey/red interior; £925.—Wheeler (Newbury), Ltd., Newbury 1090. [C4123]

Rover 60 Wanted

BAKERS OF READING, Rover distributors, require good second-hand Rover 60s.—Tel. Reading 3976. [0151/R]

ROVER 75

JACK SMITH offers:—
12000 miles only, 1955 Rover 75, black/green, loose covers, as new; £965.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C9062]
RJ MOTORS, Ltd., offer:—
1958, grey/red upholstery, 2,000 miles only, as new; £1,375.
1956 5,000 miles only, fitted radio, one owner, grey/grey interior, fitted radio, one owner, 5,000 miles only; £1,145.
K.J. MOTORS, Ltd., Bromley, Ravensbourne 3456. [1826]
TOM ALLERY AUTOMOBILES offers:—
1954 Rover 75, one owner, nominal mileage, impeccable condition throughout; £775.—69, Hill Rd., Wimbledon 3848. [C1131]
WARWICK WRIGHT, Ltd., offer:—
1957 Rover 75 saloon, grey, grey upholstery, radio and heater, 5,000 miles; £1,350.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.
1956 Rover 75 saloon, one owner, black with brown interior; £1,125.
PASS & JOYCE, 194, Great Portland St., W.1. Please ask for Mr. Draper. Tel. Museum 1001. [C5039]
1956 Rover 75, finished in ivory with red interior trim, 12,500 miles, one owner; £1,000.
CEDAR SERVICE STATION, Ltd., Fareham, Tel. 2277. [1621]
£399—1949 Rover 75 de luxe saloon, superb one-owner condition, choice; also sports saloon.
LAMBS OF WOOD GREEN (Established 1897), 100 L cars, 3 months' written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2053]
1953 Rover 75 saloon, black, one owner, wireless; £685.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. [C1062]
1955 model 75 saloon, heater, fog lamp, screen washer, superb; £985.—Robbins, East Putney, Tel. 7861. [C3010]
£460—1951 Rover, l.h.d., one owner, excellent condition, radio, many extras.—Cov. 1809. Gro. 3242 after 6. [1654]
1955 Rover 75, ivory with red upholstery, radio, one owner, perfect condition; £925.—Box 4300. [1788]
1953 model Rover 75, black, newly reconditioned engine, tyres and condition excellent; £650.—Eton Garages, Windsor 2782. [1608]
1956 Rover 75 saloon, 9,000 miles only; £1,125.—British & Colonial Motors Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

ROVER 75

1950 Rover 75 saloon, blue, with matching interior, heater; £545.—Windovers, Ltd., The Hyde, Hendon, Colindale 5034. [C2116]
ROVER 75 saloon 1955 (May), birch grey with red upholstery; £925.—Newbury Motors, Ltd., Manor Lane, Halesowen. Tel. 1641. [1031]
1953 model Rover 75 saloon, one owner, low mileage; £615.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. [C1142]
1954 (Jan.) 75, ivory, one owner, extras include Radiomobile, taxed Dec., mileage under 30,000, always driven under 40 mph, quite exceptional condition; Cheshire; £665.—Box 4194. [1755]
1950 Rover 75, one owner from new, black, red leather, heater, immaculate condition, guaranteed; £535.—Oakthorpe Motor Co., Ltd., North Circular Rd., Palmers Green, Pal. 1023. [C5126]
1951 Rover 75 P4 saloon, black with fawn interior, 23,000 only, licensed to December; £545.—Longmans Garages, Ltd., Taunton Place, Marylebone, W.1. Paddington 7242. [1677]
1953 Rover 75 de luxe saloon, finished in Rover blue with leather interior to match, fitted loose covers, heater, chrome pass lamps, taxed, a most magnificent specimen in superb condition throughout; £650.
MAIDSTONE ENGINEERING CO., Smethurst St., Fendleton, Manchester, 6. Fendleton 3437. [C3000]
HATTON, Birmingham—1955 75, duo-grey, blue leather, supplied new by us to original and only owner, March 1953, true 18,000 miles only; £1,000; exchanges; terms.—J. Clarendon 2437. Hatton Motors, Ltd., 71, Broad St., Birmingham. [C2097]
£535—Rover P4 1950-1, superb example, almost unmarked, small mileage, tyres as new, heater, spots, host extras, must be seen; many others; A.A. or R.A.C. exams welcomed; exchanges, hire purchase.—Sennotts, 1, Clarendon Rd., W.11 (50 yds Holland Park Tube). Park 5066-7. [C1017]
1955 (March) Rover 75 saloon, black with tan upholstery, 23,000 miles only, fitted heater and screen washers, etc., and in immaculate condition throughout; £915; terms and exchanges.—Richard Taylor (Garares), Ltd., The Rover Specialists, Victoria St., Stourbridge. Tel. Stourbridge 5171. [1804]

Rover 75 Wanted

BAKERS OF READING, Rover distributors, require good second-hand Rover 75s.—Tel. Reading 3976. [0151/R]

WANTED, Rover 75 or 60.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8658. [W4057]

ROVER 90

LEX
1956 Rover 90, black with beige interior, overdrive and radio.
LEX GARAGES, Ltd., The Dome, Great West Rd., Brentford, Middx. Ealing 2271. [1568]
J. DAVY, Ltd., Rover agents.
1954 Rover 90, over mats, loose covers, etc., one owner, well maintained example; £885. 184, Kensington High St., W.8. Wes. 7181.
180—215, Brompton Rd., S.W.3. Kni. 4215. [C1069]
GREENHILL MOTOR CO., offer:—
1955 Rover 90 de luxe radio, sunshine roof; £895.—Marsh Rd., Pinner, Middx. Pinner 9698. [C2125]
H. BEART & Co., Ltd., offer:—
1954 Rover 90 saloon, duo grey, loose covers, heater, 24,000 mts; £895.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081]
CHARLES POLLETT, Ltd., offer:—
1954 Rover 90 saloon, black, heater, radio, speedo reading 27,200 miles; 6 months' guarantee; £895.
SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair G266.
SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]
SWANMORE GARAGE, Ltd., offer:—
ROVER 90, 1957 series, black with green leather, one owner, superb condition throughout; £1,375.—1176-1180, Christie Church Rd., Goscombe East. Southbourne 43344. [C4024]
CHIPSTEAD MOTORS, Ltd., offer:—
1954 (June), suede green, low mileage, heater, pass lamps, etc., recommended at £835.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]
GUY SALMON AUTOMOBILES offer:—
1956 Rover 90, one owner, 16,000 miles, black/red hide, supplied by us and indistinguishable from new; £1,195.
1956 Rover 90, a faultlessly kept one-owner car in duo grey, radio, genuine 25,000 miles only; £1,125.—Portsmouth Rd., Thames Ditton. Esherbrook 5551-2-3. [C4001]
SILVERTHORNE MOTORS, Ltd., offer:—
1956 Rover 90, green leather, green leather, moderate mileage, whole car as new, fully guaranteed; £1,065.—11, Fitzroy Square, W.1. Euston 7811. [C4011]
HENLYS offer with 4 months' guarantee:—
1956 Rover 90 saloon, grey with red interior; £1,165.
HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Please ask for Mr. Edwards. Tel. Finchley 0061/9782. [1842]
1956 Rover 90, grey, low mileage; £1,095.
WOOD & LAMBERT, Ltd., 49, Stamford Hill, N.16. Sta. 3434. [C4093]

ROVER 90

A. FREEMAN, Ltd., Manchester, 19, offer:—
1956 Rover 90, overdrive, radio, only 5,000 miles, one owner; £1,295.
1956 Rover 90, radio, low mileage, immac. throughout; £1,125.
1954 Rover 90, radio, nominal mileage, choice of 2; from £795.
GROSVENOR GARAGE, Levenshulme, Rusholme 2874. [C2111]
1957 Rover 90, duo grey, first-class condition; £1,295.
CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. [C1159]
1956 Rover 90, one owner, low mileage, black; £1,095.
1955 Rover 90, magnificent condition, heater, H.M.V. radio, leopard skin seat covers, Rimbellishers, low mileage; £975.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4859-9. [C4028]
1955 Rover 90 saloon, green, radio, covers, one owner; £1,025.
1956 Rover, ivory, overdrive, one owner; £1,225.
1955 Rover 90, 1957 features, black and red; £1,065.—Odeon Motors, Ltd. Bar. 1144. [C3029]
1955 Rover 90; twin speaker radio, one owner, small mileage; perfect condition; £975.—Dry's Garages, Ltd., Kenton, Middx. Wor. 1102. [1803]
1956 Rover 90 saloon, one owner, smoke blue blue, overdrive, bucket seats, radio, low mileage; £1,180.—Dorking Motor Co., Ltd., Dorking 2255. [C1088]
AZ MOTORS offer immaculate 1954 Rover 90 saloon, 29,000 miles only, one owner, opportunity; £775.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]
1954 (July) Rover 90 saloon, green with green leather, moderate mileage, fitted radio and heater, excellent value; £775.—Harry Kitchener, Ltd., 180, Golding Rd., Bedford. Bedford 6816. [1534]
1955 Rover 90 saloon, one owner, black, excellent order and appearance, guaranteed; £935.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]
1956 Rover 90, fawn, red interior, heater, overdrive, clock, sliding roof and other extras, thoroughly maintained; £1,185; written guarantee, terms, exchanges.—H. P. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C5001]
1955 (July) Rover 90 saloon, black with blue upholstery, fitted radio, fog lamp, heater and screen washers, etc., taxed year, very moderate mileage, and in really first class condition throughout; £940; terms and exchanges.—Richard Taylor (Garares), Ltd., The Rover Specialists, Victoria St., Stourbridge. Tel. Stourbridge 5171. [1805]

Rover 90 Wanted

BAKERS OF READING, Rover distributors, require good second-hand Rover 90s.—Tel. Reading 3976. [0151/R]

ROVER 105

HENLYS offer with 4 months' guarantee:—
1957 Rover 1058 saloon, one owner, green with green interior; £1,445.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Please ask for Mr. Gray. Tel. Gulliver 5721. [1849]
JULY '57 105R de luxe, grey, one owner, 5,000 miles, indistinguishable from new; £1,395.—Esher 2255. [C4086]
1957 105R de luxe, black, light fawn upholstery, radio, 4,000 miles; £1,460.
S. H. NEWSOME & Co., Ltd., Standard, Triumph and Jaguar distributors, Corporation St., Coventry. Tel. 5061. [1954]
1957 (June) 105R de luxe, radio, 2-tone colour, indistinguishable from new; £1,425.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C5006]
1957 Rover 1058, black with red hide, overdrive, heater, bucket seat, 5,000 miles only and absolutely as new; £1,465.—Grosvenor Motors, 209, London Rd., Sheffield 51410. [1661]

Rover 60, 75, 90 and 105 Wanted

ROWLAND SMITH'S, the Rover buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6241. [W4018/R]
ALMO3T new Rover 60, 75, 90 or 105 required immediately.—Morley, 70, Cambridge Rd., Kingston. Kingston 1895. [W3016]

LAND-ROVER

E. EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with a 3 months' main guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165-3. [0195/R]
1951 Land-Rover, in excellent condition throughout; £285.
CEDAR SERVICE STATION, Ltd., Fareham, Tel. 2277. [1617]
1955 Land-Rover with canvas tilt, go anywhere, do anything; £395.
MICHAEL CHRISTIE MOTORS, Bloisier Rd., Aylesbury, Bucks. Tel. 4727. [C1094]
1955 Land-Rover, small mileage; £365.—Castle Street Motors, 5, St. Johns Rd., Hove 70596. [1658]
£330—Land-Rover 1954, in exceptional condition, terms, exchanges.—Searle, Ltd., 14, Bridge Rd., Chertsey 2399 Surrey. [C4068]
1949 Land-Rover, original green, canvas top, good tyres; £195; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]
1953 short wheel base Land-Rover, one careful owner, fitted Lincoln welding equipment; £365.—Epps Bros., Farnborough, Kent 5551. [C21]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAND-ROVER

1953. '52 and '51 Land-Rovers, all fully equipped and good; from £225; terms, exchanges.—Rovs Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C3059]

HARVEY HUDSON, Ltd., the nation-wide Land Rover specialists offer a selection of used long and short wheelbase Land Rovers with 6 months' guarantee; also all new petrol and diesel Land Rovers for immediate delivery; h.p. and part exchange facilities.—South Woodford, London, E.18. Wansstead 6644. [C2039]

UNIQUE opportunity, property of nobleman, Land-Rover 1955, long wheel base, large tyres, special ratio back axle, tropical cab, dual windscreen wipers, brand new Smiths heater, fitted 3-cylinder diesel engine, the whole immaculate and as new, chauffeur maintained, will be sold at sacrificial price.—Apply Sales Manager, Penn Motor Services, Ltd., Penn Rd., Wolverhampton. Tel. 36632/38271. [1607]

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Land-Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

ROVER MISCELLANEOUS

HENLYS, Ltd.
ENGLAND'S largest Rover distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 585, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7843).

CAMBERLEY (Camberley 2677/8/9).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

CAMDEN MOTORS for Rovers, all models available, see display advert, on page 58 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

BEARDS OF KINGSTON, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R]

THE emphasis this week is on Rover. We have one of the best selections we have ever had. Have you considered that a low mileage Rover is a better buy than a new car of equal price? We give our comprehensive guarantee on all Rovers but rarely do we get a claim after selling one. Rovers certainly deserve their reputation as the second best car in the world.

ROVER 1058, finished in smoke blue with blue hide upholstery, bucket seats, overdrive, heater, rimbellishers, etc., 1957 one-owner car, total mileage 7,000 only, condition unmarked. £1,495.

ROVER 90, finished in black with red hide upholstery, fitted overdrive, radio, heater, loose covers, extra floor mats, etc., 1956, one-owner car, 14,000 miles only. £1,245.

ROVER 90, finished in sage green with green hide upholstery, fitted with radio, heater, rimbellishers, etc., 1955 one-owner car but in 1957 condition; £1,025.

ROVER 90, finished in black with grey hide upholstery, 1955 one-owner car, 19,000 miles; £995.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907. [C1057]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Rover. H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. [W2001]

Rover Spares and Service

KJ MOTORS, Ltd., S.E. England's leading Rover parts stockists.—Bromley, Ravensbourne 3456. [0968/R]

GULLIVER ENGINE SERVICE—Rover 12 and 14hp N.W.3. Gulliver 4604 [0582/R]

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough. Bucks. Rover distributors for spare and specialised service.—Tel. Datchet 54. [0047/R]

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spare stocks available.—Chestham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R]

SIMCA

ANTHONY CROOK, Simca distributors, offer all the latest type new cars from stock, and choice of 8 used Simcas, including 8,000 mile Elisee, fitted with special sunshine roof, radio, immaculate throughout; £800.

ANTHONY CROOK MOTORS, High St., Esher 4590. [C1063]

C. PAUL, Ltd.

1955 Simca Aronde saloon, bottle green, 26,000 miles, excellent condition; £550.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]

RICHARDS & CARR, Ltd., are always best value.

1956 model Aronde saloon, Flash engine, one owner, 18,000 miles, heater, black, superb example; £675.

1958 series Grand Large Special, tuned and balanced 57bhp Flash engine, one owner, 5,000 miles, 50mph, over 30mpg, absolutely immaculate; £885.—35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

MOST 1958 models on show, also a selection of guaranteed used Simcas; we shall be pleased to quote you before purchasing a new Simca.

HUXFORD & SON, Ltd., Simca dealers, The Fairway Garage, West St., Portchester, Hants. Gosham 76770. [C2127]

SIMCA

SIMCA Aronde Aug. 1954, 45,000, grey, excellent condition; £450.—Ottershaw, Surrey, 365. [1687]

SIMCA Aronde and Vedette models available, low mileage, perfect condition.—Apply Flim (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. [0686/R]

1956 (May) Simca Chateleine estate car, only 14,000 miles, one careful owner; £650.—Milestones Service Garage, Ltd., 308, Erith Rd., Bexleyheath. Tel. Erith 2629. [1834]

1957 Aronde, a really immaculate car, two-tone blue and red, with red leather, 2,900 miles only, genuine reason for sale; £735.—St. Botolph's Garage, Magdalen St., Colchester. Tel. 2533. [1741]

1956 Elisee, low mileage, in excellent condition, fitted heater, washers, finish-d in black with green trim, an opportunity to purchase a specialist car at a sensible price.—Burrows & Paine, Ltd., Dr. Haslemere. Tel. Fernhurst 394-5. [1589]

Simca Cars Wanted

1955 and later models urgently wanted.—35, Kinnerton St., S.W.1. Belgrave 3711. [W3045]

ROWLAND SMITH'S the Simca buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

SINGER

WARWICK WRIGHT, Ltd., offer:—

1957 Singer Gazelle saloon, 2-tone grey, red upholstery, heater, 8,000 miles, £815; also black and blue, similar mileage.

1957 Singer Gazelle convertible, grey and red, grey and red upholstery, 5,000 miles; £895.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C3045]

SKELLYS OF MOTHERWELL, Ltd., offer:—

1957 (October) Singer Gazelle convertible, two-tone grey/blue, fitted heater, undersealed, floor gear change, 2,000 miles only (property of our managing director's wife); offered at £895; six (6) months' guarantee.

SKELLYS OF MOTHERWELL, Ltd., Tel. Motherwell 1560 (3 lines). [C1195]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

SINGER Gazelle convertible coupe, finished in very attractive two tone black and pale green with green interior and black hood, fitted with H.M.V. push button radio and heater, 1957 low mileage car; £850.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

BUNTINGS MOTOR EXCHANGE for new and used Singer cars.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0048/R]

1956 Singer Gazelle saloon, grey, low mileage, immaculate; £750.—Maythorpe Motor Co., Sydenham 6827. [C3135]

1957 Gazelle saloon, blue and grey, one owner, fitted heater, perfect; £775 o.n.o.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [1598]

1956 (June) Singer Hunter de luxe saloon, green, 5,675 miles, one owner heater, radio, seat covers, wing mirrors, as new; £655.—Friary Motors, Windsor 2003. [1819]

395 gns.—Singer 1500 1954 4AD 2-4-seater sports roadster, Coronation blue, glass sidescreens, carefully used; terms, exchanges.—Rowland Smith, below.

245 gns.—Singer 9, 1948 2-4-seater roadster, grey, excellent condition; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1958 Gazelle saloon, maroon and grey, 1,500 miles only, used as demonstrator, heater, overdrive, loose covers, taxed, cost over £1,000; accept £900; guarantee; exchanges, terms.—Plough Motors, Stonehouse, Glos. Tel. Stonehouse 282 or 682. [T9042]

1958 100 miles only, cost £930; accept £850; guarantee; exchanges, terms.—Plough Motors, Stonehouse, Glos. Tel. Stonehouse 282 or 682. [T9042]

1957 Singer Gazelle convertible, 2-tone green and black, fitted bucket seats, heater, centre gear change, 4,500 miles, one owner, as new; £635.—Boshier of Norwich, Ltd. Tel. Norwich 24184. (3 lines). [C1168]

1957 Singer Gazelle convertible, black and red, one careful owner, 3,000 miles only, Ace Turbo Rimbellishers, as new; £895.—Boila Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Singer Spares and Service

SINGER spare mailed by return; trade or retail.

B & H MOTORS, Bignell's Corner, South Mimms, Herts. South Mimms 2251. [S1020]

LIME STREET GARAGES (LIVERPOOL), Ltd., Comprehensive stock of Singer spares; full postal and repair facilities.

7, 9, Redcross St., Liverpool, 1. Central 7851.

SHOWROOMS—87, Bold St., Liverpool, 1. Royal 1332. [0280]

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Singer distributors.—East Olamorgan—spares and service.—Tel. 20531. [0911/R]

THE official Singer London parts distributors for all trade and retail orders; full vehicle service facilities also available.—Automenders, Ltd., Ferry Rd., London, S.W.13. Riverside 8291. [0754/R]

SPORTS CARS

1953 M.G., 34,000 miles, serviced every 1,000, radio, heater, perfect condition; can be seen after 2 p.m.—26, Harley Place, W.1. Lan. 1736. [1659]

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(SPORTS CAR SPECIALISTS), Ltd., proudly offer:—

AN incomparable selection of hand-picked sporting vehicles at attractive out-of-season prices.

£1495—Cooper, Formula 11, racing car, 1,500 Climax, Scintilla, Plessey pump etc., immaculate.

£1095—Acc-Bristol sports 2-seater, immaculate red, overhauled B81 unit.

£1095—Austin-Healey 100/6, 1957, 2-4-seater, hard top, overdrive and all extras.

£1095—H.W.M. Jaguar, 1955, aerodynamic 2-seater de Dion Webers, etc.

£1095—Jaguar XK140, 1955, drop head, one owner, overdrive, radio, heater, etc.

£995—Austin-Healey 100/6, 1957, 2-4-seater, blue and cream, o/drive, wire wheels, 1,200 miles.

£995—Austin-Healey 100S competition 2-seater, green, alloy body, disc brakes.

£885—M.G. A, 1957, unmarked black, hardtop, wire wheels, heater etc., low mileage.

£815—Jaguar XK120, 1954 drophead, chrome wire wheels, overdrive, 3 tyres, heater.

£815—Jaguar XK120, 1954, fixed-head, black, radio, heater, wire wheels, spots, X tyres.

£795—Triumph TR3 1956 2-seater, spotless red, 3-speed overdrive, etc., another, blue.

£765—M.G. A, 1955 2-seater, pale blue with grey leather, useful extras.

£765—Frazer Nash 1951 Le Mans Replica, B.r.g., superb car, new seat box.

£695—Austin-Healey 100, 2-seater, red, with black hardtop, overdrive, 4-speed box, etc.

£695—Cooper-Bristol 1954 competition 2-seater, B.r.g., reconditioned B81 unit.

£695—Triumph TR2 1956 2-seater, B.r.g., wire wheels, radio, spots, etc.

£675—Lotus 1956 Mark VII aerodynamic 2-seater, red, fully equipped.

£625—Triumph TR2, 1955, 2-seater, red, fitted radio, heater, 3 tyres, spots, rear seat.

£595—M.G. TF 1954 2-seater, green, wire wheels; also another, cream, specimen.

£585—Lester-M.G., 1955 1½-litre competition 2-seater, green, very potent.

£575—Morgan + 4, TR-engined sports 2-seater, black, X tyres.

£565—Jaguar XK120 1951 Roadster, superb example in green with new grey hood, etc.

£545—Cossworth 1955, 1954 super sports 2-seater, cream with red cockpit.

£525—1,000cc Climax unit, aerodynamic fibreglass body, racing equipment.

£495—Healey Silverstone, 2-4-litre E-type 1951 2-seater, ivory, exceptional.

£495—Jaguar XK120 1951 roadsters ivory and green with various extras.

£495—M.G. TD, 1953, 2-seater, unmarked, grey, one owner; another black, many extras.

£485—M.G. TD 2-seater, spotless green; another red, 1950.

£475—Lotus-M.G. 1955 Mark VI 2-seater, recom-works unit; also M.K. VI Ford, green.

£465—Healey Silverstone 2-4-litre, D-type, 1950, 2-seater, red, superb.

£465—Morgan + 4, 1951, 2-seater drop head, unmarked B.r.g., one careful owner.

£465—Lotus 1955 Mark VI, blue, wire wheels, Alfin brakes, tuned Ford, M.G. box etc.

£395—Allard K2, 1951, superb sports 2-seater, red, very potent.

£395—Alfa-Romeo 1750 blown Zagato 2-seater, red, mint condition.

£395—M.G. TC 1949 2-seaters, two specimen cars, light or dark blue.

£395—B.R.G. 1949 1100 sports 2-seater, green, first-class example.

£385—M.G. TC, 1948, choice 2, green or cream, both first-class.

£345—Austin Martin Ulster, 1935 1½-litre, ex-works, 2-seater, B.r.g., engine rebuilt.

£345—M.G. TC 1947 2-seaters, choice two, green or cream, both excellent.

£295—Bulley Imp 1955 9hp 2-seater, white with red, 4 Amals; another, blue.

£265—M.G. TA, 1935-8, choice of 4, various colours, above average.

£225—M.G. K3 supercharged 1100 2-seater, red, rebuilt 1950.

£225—Amical Petit Sports, blue, beautifully restored.

£215—M.G. PB 1956 9hp 2-seater, black, enthusiast's car; another, cream.

£175—A.C. 2-litre drop head coupes; choice 2, blue/black or grey.

£165—M.G. PA 1934 8hp 2-seater; choice 4, red, green, white or black.

£145—M.G. J2 8hp 2-seaters, choice 3, red, black or green.

£95—M.G. 1935 NA Magnette, 2-seater, green, sound, new hood, etc.

DEFERRED terms, insurance; written guarantee and part exchanges a pleasure.

HIGHEST cash prices paid for sports and competition cars.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-496, Chiswick High Rd., W.4. Chiswick 0658 and 2619. 100 yards from Chiswick Park Tube Station. 9 a.m.-9 p.m. week-days. [C1124]

CHARLES SIMPSON MOTORS.

1955 Jaguar XK140 drop head, C-type engine, radio, heater, grey; £1,229.

1955 TR2, ivory; £659.

1954 Healey 100, heater, overdrive, blue; £689.

1954 Dellow, red; £399.

1953 (Dec.) Dellow, 12-volt system, red, excellent condition; £429.

1952 Sunbeam-Talbot 90 convertible, radio, heater, black, immaculate; £529.

1951 M.G. TD engine 4,000 miles only, stage one, black and white; £479.

1949 M.G. TC, maroon, new hood and screens, immaculate; £429.

1948 Triumph Roadster, grey; £349.

1938 M.G. TA, 1.500cc, maroon, immaculate; £249.

STAPLES Corner, Hendon, N.W.2. Gladstone 0164-6. [C4098]

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PERFORMANCE CARS, Ltd.
EASILY the most comprehensive selection of guaranteed cars, as inspection will prove.
RENAULT distributors in West London & Middlesex: M.G., Morris, Riley, Singer, Wolseley agents.
TERMS and exchanges, expertly stained workshops for repairs, overhauls, renovations, hoods.
1958 Wolseley 1500, green, new, £790; 1957 Sunbeam Rapier, 9,000-mile red ivory, £695.
1957 TR5, discs, 5,000-mile specimen, £695; 1957 Gazelle convertible, hardly used, red, black, £695.
1957 Minor Traveller, radio, heater, £645; 1956 M.G. A, radio, heater, blue, £795.
1956 TR3, white/red, wire wheels, overdrive, heater, X tyres, specimen, £775.
1956 XK140 drop head, 11,000-mile specimen, grey/red, radio, heater, £1,245.
1956 M.G.A., wire wheels, radio, heater, spots, luggage rack, superb blue specimen, £875.
1956 M.G.A., black, green, £795; 1955 TR4, black, one owner, £685.
1955 XK140 roadster, superb B.R.s., £995; 1955 DB35, 6,500 miles, £2,345.
1955 Minor convertible, black/red, £695; 1955 Healey BN1, ice blue, specimen, £645.
1955 Consul, blue, extras, £555; 1955 Aston Martin L82 4, 3-litre drop head £1,725.
1955 Lotus Elva, 1 1/2-litre, ex Combs, £825; 1955 Volkswagen, standard, unscratched grey, £475.
1955 XK120 s/e hardtop, ivory, £795; 1954 XK120 drop head, ivory/red, £1,175.
1954 Lotus Elva, 1 1/2-litre, ex Combs, £825; 1954 TF, one owner, green, £595.
1954 TP, black/beige, Michellins, £595; 1954 Healey BN1, superb red, £645.
1954 Healey BN1, Le Mans blue, £635; 1954 A40 Somerset convertible, unmarked, £475.
1954 Jaguar Mark VII, radio, heater, grey, £655; 1954 Ford Zephyr convertible, beige, £675.
1954 Healey BN1, red ivory, £595; 1954 Armstrongs Sapphire, one owner, specimen, £645.
1954 Healey BN1, green, excellent, £645; 1954 Lotus Elva, 1 1/2-litre, ex Combs, £825.
1953 A40 coupe, new engine, £425; 1953 TD, hard/soft top, black, £525.
1953 TD, superb red, £495; 1953 TD, black, radio, heater, £595.
1953 TD, 6,000 miles, grey, £545; 1953 Rover 75 saloon, black, £695.
1953 Jensen Interceptor convertible, black, £995; 1953 Alfa Romeo 1600, superb, £695.
1952 Renault 750, green, £375; 1952 TD, black, radio, excellent, £475.
1952 TD, red/beige, extras, £445; 1952 Jaguar Mark VII, black, radio, heater, £595.
1952 XK120, nice green specimen, £555; 1952 Austin A30 hardtop, black, £395.
1951 (December) Rover 75, superb black, £495; 1951 XK120, lovely white specimen, £575.
1951 XK120 hard/soft top, red, £555; 1951 XK120, red, nice car, £545.
1951 Chevrolet Corvair saloon, beige, £495; 1951 Jaguar Mark V saloon, gunmetal, £385.
1951 Singer roadster, reconditioned engine, £295; 1951 Daimler Barker sports convertible, £345.
1950 Riley 2 1/2, green, specimen, £495; 1950 Daimler Consort, one owner, £445.
1950 Allard saloon, black, heater, £295; 1950 Sheerline, black, heater, £365.
1950 D Silverstone, bronze specimen, £495; 1950 Lincoln convertible, all electric, £695.
1950 Riley 2 1/2, bronze, black, £495; ex Hans Hermann Veritas, 140 mph, 2-seater, £365.
1950 Lea-Francis roadster, red specimen, £415; 1949 Healey 2.4 tourer, B.R.s., £355.
1949 Triumph 2000 Roadster, black, £385; 1949 Allard drop head, maroon, radio, heater, £265.
1949 TC, B.R.s., good example, £385; 1949 TC, excellent, black specimen, £395.
1949 first ever Lotus, delightful, £185; 1949 Dela-have 155M coupe, specimen, £465.
1948 Riley 1 1/2-litre saloon, superb black, £295; 1948 Allard 155M coupe, specimen, £465.
1948 Allard saloon, grey/red, spotless, £195; 1948 Allard 2-seater, most attractive, £235.
1948 Riley 2 1/2, green, £345; 1948 M.G. Y saloon, black/beige, £425.
1948 TC, cream specimen, £355; 1947 TC, nice red example, £375.
1947 Triumph 1500 Roadster, ivory, £375; 1947 TC, black, above average, £375.
1947 TC, ivory specimen, history, £345; 1946 TC, red, superb example, £395.
1947 TC, ivory, nice example, £375; 1947 TC, red, above average, £355.
1947 Riley 2 1/2-litre, sun roof saloon, £345; 1946 TC, nice black example, £355.
1946 TC, beautiful black, £365; 1946 Allard tourer, blue, fair, £125.
1946 Jaguar 2 1/2-litre saloon, black, £255; 1939 Alvis Speed 25 tourer, £195.
1939 28 Rolls-Royce 40/50 Southern Replicas sports saloon, superb black, £175.
1939 M.G. 2.6-litre drop head, £215; 1939 TA Tickford, radio, excellent, £295.
1939 B.M.W. Bertelli drop head, 2-owner specimen, £345; 1938 2-litre B.A. drop head, blue, £135.
1938 Aston speed model, delightful show piece, £395; 1938 TA, nice red specimen, £265.
1938 Mercedes 20hp 2-seater drop head, £345; 1938 TA tourer, very exceptional, £265.
1938 V.A. tourer, above average, £225; 1938 MG100 3 1/2-litre, mechanically excellent, £295.
1937 Morgan 4 1/2 2-seater, sound, £195; 1937 Horch 3 1/2-litre, B.R.s., £295.
1936 PA 2-seater, spotless red, £195; 1936 Hillman Aero Minx 2-seater, £95.
1936 Mercedes 500K cabriolet, black, £725; 1936 Mercedes 500K convertible, exceptional, £395.
1935 Rolls 20/25 Hooper sports saloon, £425; 1935 Singer roadster, one owner, £145.
1934 Aston Martin Le Mans s/c, £265; 1934 Aston Martin saloon, restorable, £95.
1934 Bentley Hooper saloon, history, £475; 1934 PA 2-seater, superb ivory, £175.
1934 Rolls 20 25 Thrupp saloon, black, £525; 1929 Bentley 4 1/2 saloon, impeccable specimen, £295.
1928 Bentley VP tourer, superb B.R.s., £455; 1925 Bentley Red Label tourer, 3 owners, £215.
PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C5041]

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£155—34 M.G. J2 2-seater in red, first-class all-round condition, over £100 spent in last two years, including complete engine and brake overhaul, one of the few swept wing J2s available to-day.
£135—33 M.G. J2 2-seater, nicely finished in red with new upholstery, hood and side-screens, fast and smart.
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£360—52 Morris Minor convertible, excellent in beige with beige interior, twin spots, radio.
£130—Frazer Nash B.M.W. Type 45, 4-seater, cellulosed in beige with grey interior, 1 1/2-litre unit, excellent hood, etc., very fast.
THE above and other sports cars can be seen at
SURREY SPORTS CARS, 60, The Cricket Green, Mitcham, Surrey. Tel. Mitcham 7857. [C4129]
B & G. MOTORS offer:—
£195—M.G. 9 PB open sports 2-seater, black radio.
£185—M.G. 8 sports 2-seater, cream, £90 recently spent on this one, bills available.
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£150—Invicta 1 1/2 litre open sports 4-seater, enthusiast maintained, real thoroughbred.
£140—M.G. 8 J-type open sports 4-seater, spotless, red, new hood, new battery, twin carbs.
£125—M.G. 8 J2 sports 2-seater, green.
£125—M.G. 12 open sports 4-seater, exceptional.
£125—B.S.A. Scout 10 sports 2-seater, black.
£115—Austin 7 Nippy sports 4-seater, red.
£55—Ford 8 open sports 4-seater, red.
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MANY others, easy terms.—B. & G. Motors, 194/8, Arlington Rd., Camden Town, N.W.1. Ouliver 3578. [C1019]
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745—M.G. A 1956 2-seater, glacier blue, grey leather, heater, screenwashers, sliding perspex side-screens, tonneau cover, Michelin X tyres, one owner, excellent condition.
675—M.G. 1955 2-seater, late 1955 hardtop coupe, B.R.s., optional PVC hood, overdrive, radio, heater, Perspex side-screens, tonneau cover, luggage carrier, twin passlights, many other extras, unworn carrier, exceptional example, cost over £1,125.
395—Frazer Nash B.M.W., registered 1954 1 1/2-litre special aerodynamic super sports 2-seater by Williams and Pritchard, silver grey, blue leather, distinctive model.
395—Singer 1500 1954 AAD 2 1/2-seater roadster, 1947 Singer 9 sports roadster, 265ins.
245—Sunbeam-Talbot 1949 2-litre sports tourer, bronze, brown leather, very good condition.
175—Lagonda Rapier 1955 10hp twin o/c sports 4-seater, tonneau cover, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.
Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]
JACK BOND (Vintage Autos) offer:—
LAGO TALBOT 2.4-litre, 1951 Paris show model, four-some coupe, power-operated hood, special coach work by Saucouich of Paris, cost over £5,500 new, colour ivory, interior trimmed in soft black hide, one title owner up to 1957, total mileage 50,000, always maintained regardless of cost, condition still immaculate and mechanically perfect, tyres whitewalls, new; water 5925 and £530. [C4079]
CRESSCARS, Ltd., for best sports cars.
JOWETT Jupiter, 1952, immaculate B.R.s., new Vynide hood, series III engine, Michelin Xs, £449.
M.G. TA sports, 1936, recently reconditioned engine, good hood, screens, etc., much better than average; £259.
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M.G. YB saloon, 1950, unmarked in green, beautiful car; £398.
MORGAN 4/4 sports 4-seater, 1950, exceptionally well maintained, red terrific performance; £359.
SINGER 10 sports roadster, late 1947, immaculate, original condition, two owners only, nominal mileage, new hood and rear screen; £299.
MORRIS Minor convertible, 1950, spotless, in black, Vynide hood, a particularly well-maintained Minor, Town and Country tyres, £339.
CORRIS 6 tourer, 1956, excellent runner, thoroughly sound; £68.
CRESSCARS, Ltd., 158, High Rd., E. Finchley, London, N.2. Tudor 9272. [C1125]
CHIPSTEAD MOTORS, Ltd., (Park 3445/6).
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FRAZER NASH, chain drive, two-seater, Brooklands Meadows engine, full details on request; £265; terms, exchanges.—Cornwall Garage, Stratford, W.8. Tel. Western 2616. [C1162]
Sports Cars Wanted
ROWLAND SMITH'S the sports car buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]
DIESEL engine car required, preferably drop head coupe and Perkins P4 engine.—Box 4170. [1665]

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TUNING repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0753/R]
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ECL
1958 model Standard 8, 2-pedal, heater, etc., under 500 miles; £595.
EUROPEAN CARS, Ltd., 129, Old Brompton Rd., S.W.7. Frs. 7722. [1091]
STANDARD House, CROYDON.
EXCLUSIVE Standard and Triumph distributors.
1956 Standard Super 8 saloon, cellulosed in Efin green with red upholstery, fitted heater, 15,000 miles only, in superb condition throughout; £485.
THE above car carries the Standard and Triumph premium used car warranty.
HIRE purchase and part exchanges.
STANDARD House, South End, Croydon.
STANDARD main distributors. Croydon 0266 and 6088, 6 lines. [1880]
1954 Standard 8 saloon, heater; £400.
SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]
1954 Standard 8 saloon, dark green, very nice motor; £395; terms.—Enterprise 9919. [C1141]
1955 July d/luxe, one owner, 11,000, grey, red, htr.; as new; £450. Bar. 0942. [1802]
1956 series de luxe saloon, heater; £435; terms.—Stanley Gabriel, East Sheen. Prospect 6255. [1898]
1957 (November) Standard 8 saloon, 2,000 miles, radio, heater, taxed year, new condition; £395. [C1144]
XL SERVICE STATION, Kingston Vale, S.W.15. Kingston 8333. [C4060]
1957 (April), screenwasher, over carpets, 10,000 miles, superb; £500.—Robbins. East Putney, Tel. 7981. [C5010]
1957 (July), Standard 8 Gold Star, grey, heater, etc., 7,000 miles, like new; £545.—Ivor Neal, Weston 2789. [C1114]
1955 Standard 8 de luxe saloon, black/red upholstery, fitted heater, taxed year; £440.—Central Motors (Faddington) Ltd., Fag. 0766. [11792]
1955 Standard 8 4-door saloon, heater, excellent condition; £395 terms, exchanges.—Palmer, 5, Russell Garden Mews, Kensington, W.14. Park 7074.
1955 Standard 8 de luxe, heater, guaranteed; £410, also 1947 Standard 8 saloon, guaranteed; £180, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]
375—Standard 8 1956 saloon, grey/red, heater, etc., excellent condition, choice of 4 Standard 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]
Standard 8 Cars Wanted
ROWLAND SMITH'S, the sports car buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]
STANDARD 10
STANDARD House, CROYDON.
EXCLUSIVE Standard and Triumph distributors.
1957 Standard Super 10 Phase II saloon, cellulosed in black with dual tone upholstery, fitted heater and screen washers; this is a one-owner car which has fully completed 9,000 miles, in immaculate condition throughout; £595.
1956 model Standard Super 10 saloon, cellulosed in black with red upholstery, fitted heater, windscreen washers and spotlights, originally supplied by us and maintained since in our own workshops, in first-class condition throughout; £525.
THE above cars, carry the Standard and Triumph premium used car warranty.
HIRE purchase and part exchanges.
STANDARD House, South End, Croydon.
STANDARD main distributors. Croydon 0266/6088, 6 lines. [1881]
KJ MOTORS, Ltd., offer:—
£50!!! under cost, 1958 Standard 10, blue with red & beige upholstery, fitted heater, wing mirrors, underseal, 225 miles only; £645.
1957 Super 10 Standrive, Lavender grey; fitted heater and radio; 7,000 miles only, as new; £625.—Bromley, Ravensbourne 3456. [1825]
H. BEART & Co., Ltd., offer:—
1955 Standard 13 saloon, finished in black, heater, low mileage; £475.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3548. [C1061]
CENTRAL GARAGE (CROYDON), Ltd.
1957 Standard 10 Companion Phase II, in green, fitted H.M.V. radio, Alexander engine conversion, wing mirrors, spot lamp, heater, one owner; £625.—Central Garage (Croydon), Ltd., Fell Rd., Croydon 7944. [C1066]
GUY SALMON AUTOMOBILES offer:—
1955 Standard 10 de luxe saloon, grey/red interior, radio, heater, fog light and wing mirrors, genuine 15,000 miles only, one owner, faultless condition; £485.—Portsmouth Rd., Thames Ditton, Esherbury 5551-2-3. [C4001]
1957 Standard 10 Companion, grey, 4,000 miles, many extras, as new; £465.
STARNE'S MOTORS, 105, The Broadway, Orpington, M.W.2. Gladstone 2480 & 0298. [C4121]
1955 10hp saloon, heater, excellent condition; £475.—Rawlings's Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renew 2281. [1793]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ONE Standard 10 de luxe (two pedal), mileage 95; £625.—Smith's Motors, Dovercourt. [C4108]

1957 Standard Super 10, green, 10,000 miles, fitted G unit, heater, taxed year, one owner, as new. £595.

KERRIDGE, Ltd., Alton 2224. [C5118]

1957 Standard Super 10, 2-pedal control, excellent, £565.—Castle Street Motors, 3, St. John's Rd., Hove 70595. [1883]

1956 Standard Super 10, one owner, low mileage, black.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

SLOCUMBS, Ltd.—1955 Standard 10 Salvador blue, red interior, heater, fine specimen; £475; exchange cars or motorcycles, h.p. terms, existing accounts settled.—Wilkesden 4669/5934. [C4017]

1956 Standard Super 10 de luxe saloon, grey, fitted with heater, in new condition; £535.—Coles Garages, Ltd., 42, Worpole Rd., S.W.13, Wimbledon 0195. And 96-98, Ewell By-Pass, Ewell 2393. [C1054]

1955 Standard 10 de luxe, black/red, heater, fog lamps, screenwashers, wing mirrors, 32,105 miles by one careful owner, absolutely spotless.—42, Benwick Rd., Duddington (Tel. 371), Cambridgeshire. [1689]

ALMOST new 10 required immediately.—Morley, 76 Cambridge Rd., Kingston 8885. [W3016]

STANDARD 12
245 gns.—Standard 12, December 1947, saloon, black, sliding head, leather, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD 14
1948 Standard 14 one owner, immaculate throughout, £355.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

1948 Standard 14, damaged body; £285.—Cuffs Garage, Frome 2511. [1779]

1948 Standard 14 drop head coupe, good condition throughout; £225.—Autumo, Ltd., 229, West End Lane, N.W.6, Hampstead 3430. [C1150]

£235—Standard 14 1947 drop head coupe, one owner since new, black, chrome, beige hide, outstanding condition; credit facilities.—The Hyde Motor Co., Colindale 7898. [C2133]

1947 Standard 14, h.d., exceptionally good mechanical, any trial this week's bargain at £179.—G. P. (Bainham), Ltd., 2c, Bainham Hill, S.W.12 (100yds Clapham South Tube), Batt. 1107. [C2024]

89 gns!!—1959 Standard 14 de luxe saloon, recently overhauled, good value, easy hire purchase.—Besscar, 374-6, High Rd., Finchley, N.2. Highgate 9808. [C2126]

STANDARD VANGUARD
LEX
THE Dome, Great West Rd., Brentford.

1957 Vanguard Phase III de luxe, black and beige with red interior, leopard skin seat covers, heater, windscreen washers.

1956 Vanguard Ph. III, black with red interior, heater, leather and country creases.

LEX GARAGES, Ltd., The Dome, Great West Rd., Brentford, Middx. Ealing 2271. [1565]

DIXON'S GARAGES (PUTNEY), Ltd.
1951 (October) Standard Vanguard, heater, loose covers, recently recoloured, new tyres all round, carefully used by fastidious owner.—134, West Hill, S.W.15. Putney 0396. [C1073]

BROADWAY MOTORS, Hounslow, offer:—
1955 (August) Vanguard Phase II, duo tone, black/grey, overdrive, heater, 5 new Dunlop tyres, one owner; £625.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 9309/0175. [C1113]

1956 Standard Vanguard Phase III saloon, leather, radio and heater, small mileage; £725.

PATMORE BROS., Ltd., 161, High Rd., Loughton, Essex. Loughton 677-8. [1744]

£335—1949 Vanguard, radio and heater, many extras, exceptional car, terms, exchanges.

D. F. WYATT, 21-33, Fortune Green Rd., West Hamstead, N.W.6, Hampstead 8985. [C4034]

1953 Vanguard Phase II, a most immaculate car in blue, fitted heater; £430.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2033]

1955 Standard Vanguard saloon, heater, leather in very good condition throughout, one owner since new; £545.—Below

1951 Standard Vanguard, heater, radio, in very good condition throughout; £339.—Cavendish Motors, Cavendish Rd., N.W.6. Wilkesden 0046. [C1121]

1954 Vanguard, grey and blue, leather, radio, heater, Ace Rimblishers, extras, taxed year, superb condition; £495.—Tel. Enterprise 7729. [1768]

1955 Vanguard 12cvr van, one owner, small mileage, excellent condition, unletted; £230; h.p. terms.—Tudor, 8073, Fitzroy 0293. [C2095]

1956 (Oct.) Standard Vanguard, duotone, heater, Michelin X tyres, spotless condition; £685.—Swain & Jones, Ltd., Farnham 6201. [C4105]

1956 Phase III de luxe Vanguard, comet blue, red interior, fitted heater and overdrive, one owner from new, 18,003 miles; offered at £695.

SPEED MODELS, 54, Warren St., Euston Rd., W.1. Euston 2156. After 6 Livingstone 7777. [C2104]

STANDARD VANGUARD
SLOCUMBS, Ltd.—1955 Phase II estate, blue, red interior, heater, requires nothing to be spent, fine example; £545; exchanges, cars or motor cycles; h.p. terms, existing accounts settled.—Wilkesden 4669/5934. [C4017]

1953 Vanguard, one owner, guaranteed, £295; 1952 Vanguard, heater, guaranteed, £370; 1951 Vanguard saloon, guaranteed, £335; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631 [C5029]

VANGUARD, late 1955, one owner, £100 extras, genuine 34,000; exceptional condition throughout; £525; terms, exchanges.—Tillingham St. Garage, Sparkbrook, Birmingham, Vic. 2655 (after 7 p.m. Hig. 4373). [1822]

375 gns.—Standard Vanguard 1953 Phase II saloon, leather, one owner, very good condition; choice of 2 terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Standard Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Standard buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

ALMOST new Vanguard required immediately.—885, Morley, 76, Cambridge Rd., Kingston. [W3016]

XXX Excellent cash price offered for good Standard.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

Standard Spares and Service
LARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 54151 (5 lines). [0301/R]

STANDARD spares for all models; largest provincial stockists.—Hollingrake Automobile Co., Ltd., Stockport (Tel. 4464); and Price's Drive, Colwyn Bay (Tel. 3322). [0359/R]

STANDARD spares, all models from 1935 (replacement units from 1939); complete overhaul, body repairs, recoloring.—Putlocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5591. [0253/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Gilling and Bendix stockists.—314, Regent Park Rd., Church End, Finchley. Finchley 5905. [0002/R]

STUDEBAKER
SCOTT CARS offer:—

1955 Studebaker Commander, radio, heater, overdrive, and right hand drive, in immaculate condition, absolutely as new.

1951-2 Studebaker convertible, radio, heater, outstanding condition.

SCOTT CARS, 341-7, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/779. [C4016]

CHOICE of 3 Studebaker Champions.

FINARNA, radio, heater, ocelot covers, twin spots, clear lighter, underseal, November 1953; below.

CHAMPION 2-door de luxe saloon, overdrive, radio, heater, loose covers, taxed, May 1954.

CHAMPION 4-door saloon, heater, June 1954; below.

PRICES from £575.—King's Motors, 1, High St., Hounslow 3532 & 2559. [C2049]

1940 Studebaker Champion saloon; £210.—Desborough Park Autos, High Wycombe 3115. [C2129]

1955 (Reg. 1957) Studebaker Commander de luxe, beige over yellow, self seeking radio, twin heaters, air conditioning, screenwashers, overdrive all gears, tinted glass, whitewall, stainless trim, hill-holder, roof-rack, power steering, brakes, low mileage, genuine 120mph, 20mpg; impeccable condition, looks 1958 model; h.p. arranged; £1,200.—West Drayton 2769. [1764]

SUNBEAM
R ROOTES
HAVE available a range of Sunbeam cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0111/R]

JACK SMITH offers:—

11,000 miles only, 1954 Sunbeam Mk IIA Comet, blue, radio, heater, etc., as new; £755.—23, Bruton Place, Berkeley Sq., London. W.1. Mayfair 0661. [C4082]

WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Mark III saloon, dark green, green upholstery (centre gear change), radio and heater 27,000 miles. £625

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

ARTHUR MULLINER, Ltd., offer:—

1955 Sunbeam Mark III sports saloon with overdrive, non-metallic dark green with green leather trim, fitted heater, carefully maintained, specimen, 4 months guarantee, deferred terms, part exchanges.—Bridge St., Northampton. Tel. 907. [1520]

SWANMORE GARAGE, Ltd., offer:—

MARK III Sunbeam 1955 series, one owner, numerous extras include overdrive, tachometer, H.M.V. radio, heater, o.riders, draught deflectors, Marchal spot lamps, windscreen washers, mist green/green leather, taxed 1958; £855.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024]

1956 Sunbeam Mk. III sal., htr., etc.; very clean; £850.

1956 etc.; exceptional condition; £875; 4 months' guarantee; terms and exchanges.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3358-6. [C2026]

SUNBEAM
1955 Sunbeam convertible, fitted overdrive, radio, exceptional condition; £775.—Pinner Motor Co., Ltd., Pinner 456. [C3105]

1955 Sunbeam Mk. III saloon, grey, grey interior, one owner, heater, radio, overdrive, clock, many other extras, tip-top condition; £835; written guarantee, terms, exchanges.—H. P. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

1956 Sunbeam Mark III saloon, 2-tone, overdrive, radio, heater, screen washers, 15,000 miles, one owner, spotless; £875.—Mervyn Austin, 214, Nell Gwynne House, London, S.W.3. Kensington 8862, Welbeck 6655. [T9002]

1955 Sunbeam 90 convertible, one owner, heater, overdrive, Alpine mist, red leather, unmarked, superb; £795, terms, exchanges, etc.—Greys Cars (London), Ltd., 277-281, Green Lanes, London, N.13. Palmers Green 2365. [1751]

WM—1955 Sunbeam Mk III saloon, blue, overdrive, radio, heater, rev counter, spot lamps, screen washers, Michelin X, a really outstanding low-mileage car at £775.—Welbeck Motors, Ltd., 409, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139. [C4049]

Sunbeam Cars Wanted
ROWLAND SMITH'S, the Sunbeam buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

SUNBEAM Mark III saloon required; consider convertible, cash payment.—61, Airedale Rd., Chester. [W4087]

URGENTLY required, 1947/57 Sunbeams.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highfield 2275. [W2109]

XXX Excellent cash price offered for good Sunbeam.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

ALMOST new Sunbeam required immediately.—885, Morley, 76, Cambridge Rd., Kingston. [W3016]

SUNBEAM RAPIER
JACK SMITH offers:—

1957 model Rapier, strawberry and cream, heater, 12,000 miles, as new; £855.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4082]

R. S. CURRIE & Co., Ltd.

1956 Sunbeam Rapier, black and yellow, heater and overdrive, one of the best examples offered, £795.—105, Westbourne Grove, W.2. Bayswater 0085. [C1095]

WARWICK WRIGHT, Ltd., offer:—

1957 Sunbeam Rapier R67 saloon, pearl grey and antelope, red upholstery, radio and heater, 5,000 miles, £935; also in grey and black or red and grey, low mileage.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

1956 Sunbeam Rapier, overdrive, radio; £845; Hatch End 2341. [1367]

1956 Sunbeam Rapier saloon, cerise and beige, genuine 15,000 miles by one owner, virtually as new; £865.

THOMPSON-DOXEY, Ltd., M.G. Agents, 109 and 139, Eastbank St., Southport, Lancs. Tel. 56934 (4 lines). [C4120]

1957 (November) Sunbeam Rapier, 600 miles only, underseal, as brand new, £950.—Noel Bell Ltd., Putney Vale, S.W.15. Putney 7851. [C1115]

£745—June '54, Ivory red leather, radio, heater, screen washers, spot lights, seat covers, exceptional condition.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [C2073]

1956 Sunbeam Rapier, overdrive, low mileage, almost indistinguishable from new; £815.—Silverline Garage, Ltd., New Rd., Rainham, Essex. Tel. 4628. [1386]

1956 Sunbeam Rapier, red/cream, 9,000 miles, one owner heater, taxed, £795.—G. P. Morley, 76, Cambridge Road, Kingston-on-Thames. Kingston 8885. [C3016]

1957 Sunbeam Rapier, red with Pearl grey interior, one owner, under 5,000 miles; £935.—Wards Garage, Tunbridge Wells. Tel. Southborough 1000. [1874]

1956 (June) Sunbeam Rapier, twin carburetors, 6,000 miles only, immaculate condition; £825.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

SUNBEAM Rapier, black/yellow, this car was specially prepared for the 1957 (cancelled) Alpine Rally, and includes 1500cc engine, overdrive in all gears and competition suspension and extra heavy duty shock absorbers, and is without doubt the finest Rapier obtainable; £995.—35-41, Holdenhurst Rd., Bourne-mouth. Tel. 4161. [C3079]

JACK ROSE, Ltd., offer Sunbeam Rapier 4 days old, in pale blue and ivory, Ocelot covers, whitewalls, heater, twin spot lamps, badge bar, clock, screen washers, reversing lights, safety straps and numerous other extras, a genuine 200 mile car, accept £995.—Stafford Rd., Wallington, Surrey. Wallington 6677, also Burgh Heath 2376. [C3056]

Sunbeam Rapier Cars Wanted
ALMOST new Rapier required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

ROWLAND SMITH'S, the Rapier buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

SUNBEAM-TALBOT
MERCURY offer:—

£445—1951 Sunbeam Mk. II convertible, immaculate, late, new but excellent tyres, heater, terms and exchanges.—324/6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [1619]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

CHIPSTEAD MOTORS, Ltd., offer:
£425—Late 1950 90 saloon, recorded mileage 34,000 only, beautifully maintained, gunmetal, heater, passilamps, etc., specimen—142, Holland Park Ave., W.11. Park 3445/6. [C1046]

ENGINES RECONDITIONED, Ltd., offer:

1950 Sunbeam-Talbot 90 saloon, heater, many extras: £415-335, Inner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070]

PHENIX for new and used Sunbeams.

£525—1951 (July) Sunbeam-Talbot 90 saloon, blue, heater and radio, exceptionally nice condition.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161. [C3044]

1953 (November) Sunbeam-Talbot 90 saloon, 18,000m, except cond.: £395.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 5881. [C4030]

P. T. INWARDS, Ltd., 104, High Rd., South Woodford, E.18.

1954 Sunbeam-Talbot 90 Mark 2a saloon, heater, screen washers, Ace Rimbellishers, etc., alpine mist, very nice condition car, three months' guarantee.

1950 Sunbeam-Talbot 90, heater, really excellent condition throughout: £435.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1950 90 saloon 2-tone, 3 new tyres; £400 o.n.o.—Laundrette, King St., Cambridge. [1673]

£666—1954 Sunbeam-Talbot 90 Mk. II de luxe saloon, superb unmarked grey cellulose, 18,000 miles only, choice also two others.

£555—1953 Sunbeam-Talbot 90 Mk. II de luxe saloon, beautiful throughout; choice also convertible.

£475—1951 Sunbeam-Talbot 90 de luxe saloon, spotless condition, as good as 1954 model; choice also 80 model saloon or convertible.

AMBS OF WOOD GREEN (Established 1897)—100 L cars, 3 months' written guarantee; exchanges, hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052]

1952 Sunbeam-Talbot 90 saloon, red, fitted many extras, open to any test or trial: £479—Val 4674. [C1932]

1952 Sunbeam-Talbot, black, heater, one owner, perfect condition: £475-54, Green Lane, Northwood, Tel. Northwood 988. [1669]

CAMDEN MOTORS for Sunbeam-Talbots; for selection from our stock of post-war models see display advert. on page 56 of this issue. [C1035]

AZ MOTORS offer 1951 90 saloon, one owner, 34,000 miles, terrific performance, £445; also 1950 10 saloon, one owner, £235—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1951 (Oct.) Sunbeam-Talbot Mark II, 90, sports saloon, bottle green, very attractive car: £485—Chubman Autos, Ltd., 7-9-142, High St., Tooting, S.W.17. Balham 3464. [C1161]

£425—Sunbeam-Talbot 90 Mk. II September 1952 conversion, one owner, green, good condition—Ludwall Garage, Star and Garter Rd., Normacot, Stoke-on-Trent 32312. [1911]

NOV. 1949 Sunbeam-Talbot 90 saloon, black, fawn leather, heater, a superior model capable of high performance: £395 or terms—Hillwood Motors, Hill Hill (London) 4324. [C2108]

545ms.—Sunbeam-Talbot 90, 1953 model Mark IIA sports saloon, sliding head, leather, heater, screen washers, Ace Rimbellishers, exceptional condition; terms, exchanges.—Rowland Smith, below:—

245ms.—Sunbeam-Talbot 1948 2-litre sports tourer, bronze, brown leather, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1951 Sunbeam-Talbot 90 saloon, bronze, genuine 39,000 miles, radio and heater, this was a Sunbeam enthusiast's car, who has now purchased a Mark III: £450.—E. D. Abbot, Ltd., Farnham, Surrey, Tel. 6282. [C1135]

1951 Sunbeam-Talbot 90 saloon, black, 2 owners from new, radio, heater, reconditioned engine, new tyres in absolutely outstanding condition, must be seen: £475-291, Green Lanes, W.13, Palmers Green 5314. [1537]

ROSE & YOUNG, Ltd., offer 1955 Sunbeam Mark III saloon, fitted overdrive, heater, etc., low mileage, immaculate condition: £475-55, St. Stephen's Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station.) Tulsa Hill 6464. [C3057]

1952 (August) Sunbeam-Talbot 90 d.h. coupe, immaculate car heater, twin spotlights, screen washers, Michelin X tyres and new hood, mechanically 100%: £525—Kirkdale Cars, Kirkdale, Merseyside, B.E.26. Sydenham 6129. [C2058]

1952 Sunbeam-Talbot 90 saloon, black, beige interior, heater, radio, clock, sliding roof, loose covers, many other extras, excellent condition: £495; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Tel. 5611. [C2001]

1954 Sunbeam-Talbot Mk. IIA convertible coupe, black/red leather, heater, wing mirrors, moderate mileage, taxed year, excellent condition throughout: £525—Kirkdale Cars, Kirkdale, Merseyside, Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107]

XXX Sunbeam-Talbot Cars Wanted
 Excellent cash price offered for good Sunbeam-Talbot—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

Rowland Smith's, the Sunbeam-Talbot buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

SUNBEAM-TALBOT Mk. IIA, must be first-class condition, genuine private inquiry will pay cash for car from a good home; full details, please.—Box 4197. [1754]

SUNBEAM MISCELLANEOUS

TOM GARNER, Ltd., offer:

ONE only, new and unregistered, Sunbeam Mk. III saloon, grey/blue, overdrive, maker's guarantee; list price.

1956 Sunbeam Mk. III sln., grey/blue, btr., radio, 11,000 miles: £395.

1958 Sunbeam Rapier, grey/black, 200 miles only: £395.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2030]

1955 (July) Sunbeam Mark III saloon, black, red leather, fitted overdrive, radio, heater, badge bar, fog lamps, screen washers, etc., as new: £795.

1954 (March) Sunbeam-Talbot Mark IIA saloon, grey, red leather, radio, heater, etc., one owner, guaranteed 24,000 miles only: £665.

1951 (April) Sunbeam-Talbot Mark II saloon, grey, red leather, fitted radio: £435—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

GEORGE HARTWELL, Ltd., the nationally recognised Sunbeam specialists, offer the following with the same as makers' six months' guarantee.

SUNBEAM Mk. III saloon, '55 series, gunmetal/red, fitted heater, radio, screen wash, o/riders, specimen condition: £825.

SUNBEAM-TALBOT Mk. IIA, thistle grey, red/red heater, immaculate condition throughout: £675.

SUNBEAM-TALBOT 80, silver/gun grey, fitted heater, radio, specimen condition: £495.

SUNBEAM-TALBOT 90 Mk. II saloon, 1952, black, red interior, radio, tuned engine: £545-35-41, Holdenhurst Rd., Bournemouth, Tel. 4161. [C2079]

1936 tourer, engine just overhauled, good mechanical condition; best offer over £125.—Button, 30, Allerton Rd., Borehamwood. [1912]

TRIUMPH

DICKS.

1949 Triumph 2000 Roadster: £395.

DICKS CAR SALES, Ltd., Ketter Rd., Kilburn, N.W.6. Tel. Gladstone 7175. [C1072]

A1 at Brown's

1951 (Nov.) Triumph Renown saloon, grey, red hide interior, many extras, beautifully kept by one extremely careful owner, must be seen to be believed: £395.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.5. Ham 2284. [C1025]

BENTALLS, Ltd.,

1956 series Triumph TR3, red, brown upholstery, heater, 15,000 miles, one owner: £795.—Kingston-on-Thames, Kingston 1001. [C1093]

STANDARD House.

CROYDON.

EXCLUSIVE Standard and Triumph distributors.

1957 Triumph TR3, cellulosed in white with red upholstery, black with Vynide hood and tonneau cover, and with badge bar and fog lamp, this is a one-owner car, never been raced or rallied, with a total mileage of only 5,614, thoroughly checked in our own workshop and found to be 100%, indistinguishable from new in every respect and offered with supreme confidence at £845.

HIRE purchase and part exchanges.

STANDARD House, South End, Croydon.

STANDARD Main Distributors, Croydon 0266 & 6098 (6 lines). [1153]

KENNINGS, Ltd., offer:

1957 Triumph TR3, racing green, disc brakes, heater, 11,000 miles, one owner: £625-84-90, Holland Park Ave., London, W.11. Park 5077. [C8030]

PERFORMANCE CARS, Ltd.,

1957 TR3, discs, 5,000-mile specimen, £395; 1949 Triumph 2000 Roadster, black, £395.

1956 TR3, white/red, wire wheels, overdrive, heater, X tyres, specimen, £775.

1948 Triumph 1800 saloon, black, £295; 1947 Triumph 1800 Roadster, ivory: £375.

THE above and 125 other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. [C3041]

H. BEART & Co., Ltd., offer:

1952 Mayflower saloon, heater, covers, a well maintained car: £395-102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081]

CHIPSTEAD MOTORS, Ltd., offer:

TR2 1955 hard top, just recellulosed, in ivory, complete with hood, heater, radio, radiator blind, large brakes, screenwashers, etc., low mileage: £665-142, Holland Park Ave., W.11. Park 3445-6. [C1046]

1949 Triumph 2000 saloon, grey: £335.

1949 Triumph 2000 saloon, grey/black: £345.

MONTROSE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-3. [C3088]

NAYLOR & ROOT, Ltd. (Established 1920).

52 Triumph Mayflower, black/red interior, heater, beautifully maintained throughout: £395.

CLAPHAM Junction, S.W.11. Battersea 2252. [C3082]

TRIUMPH

A. FREEMAN, Ltd., Manchester, 10, offer:

1955 Triumph TR3, red, radio, heater, Michelin X and many other extras, immac. throughout: £665 o.n.o.

GROSVENOR GARAGE, Levenshulme, Rusholme 2874. [C2111]

1949 Triumph 2000 razor-edge saloon: £345.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

ST. MARGARET'S MOTORS, Ltd., specialists in used TR3, offer:

1957 TR3, disc brakes, B.R.g., red interior, fawn soft-top, overdrive, radio, heater, occasional seats, one owner: £315.

1957 TR3 (Aug.), B.R.g., fawn interior and soft-top, disc brakes, heater, luggage rack, etc., 7,000 miles, one owner: £365.

1956 TR3 (Aug.), ivory with black hard top and interior, heater, luggage rack, etc., one owner: £375.

1956 TR3 (Aug.), B.R.g., black, hard top and screen washers, etc., 12,000 miles, underseal, heater, etc., one owner: £375.

1955 TR2 (Sept.), B.R.g., red interior, black hood, tonneau, radio, heater, screenwashers, new X-tyres, rad-blind, etc., etc., taxed for year, one owner: £700.

1955 TR2, B.R.g., matching hard top, fitted £250 extras, a truly fantastic motor car, one owner: £750.

91—35, St. Margaret's Rd., Twickenham, Middx. Tel. Popesgrove 9075. [C4126]

1951 (July) Triumph Renown saloon, overdrive, heater, original condition: £415.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.8. Tel. Riverside 6677-8. [C2043]

1955 TR2, low mileage, fitted heater, excellent condition: £335.

HAROLD HAMBLIN (CARS), Ltd., Chapel St., Basingstoke, Tel. 19. [1936]

1956 Triumph TR3, green heater: £695.—Odeon Motors, Ltd., Bar 1144. [C3028]

1948 Triumph Roadster, finished in green, recon. engine recently fitted, very smart car: £375.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2053]

1952 Triumph Mayflower, heater and extras, £445.

AZ MOTORS offer specimen 1951 2000 razor-edge: £375. Also 1949: £295—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1956 TR2 2-seater, radio and heater, immaculate: £685.—Castle St. Motors, 3, St. Johns Rd., Hove 70586. [1894]

1950 Triumph Renown, excellent finished pastel blue, beige upholstery: £365.—Worthing Motors, Ltd., Broadwater Rd., Worthing 71. [1722]

1951 Triumph Renown, heater, very low mileage, immaculate condition throughout: £325.

1948 Triumph Renown, radio, heater: £345.—Kings Motors, 1, High St., Hounslow, [C2049]

TR3 (Nov. '56), hard top, red and black, heater, rear seat, 9,000 miles, as new: £795, terms and exchanges.—Ross Motors Ltd., Regent St., Hinkley, Leica. Tel. 556/2. [1663]

1947 Triumph 1800 Renown, reconditioned engine, interior and exterior, excellent, extras: £329.

JACK KENDALL, 203, High St., Harleiden, N.W.10. Elgar 3575. [C3121]

JACK ROSE, Ltd., offer 1955 TR2 sports with overdrive, in cream and green, with rear seat, almost unmarked, accept £645.—Stafford Rd., Wallington, Surrey, Wallington 6677. Also Burgh Heath 2576. [3056]

1956 TR3, B.R.g., wire wheels, overdrive, heater, leather upholstery, luggage rack, spot and faded, offered with any inspection: £745, exchanges, deferred.—Stanley, 5, Chelsea Embankment, S.W.3. Tel. Euston 3558. [1636]

1949 Triumph 2000 Roadster, green, works reconditioned engine recently fitted, new hood, original throughout, grand performance, many extras: £425.—R.L.H. Motors, Ltd., 601-609, King's Rd., S.W.6. Renown 4492. [C3125]

675ms.—Triumph TR2 late 1955 hard top coupe, optional PVC hood, overdrive, radio, heater, Perspex aldiscreens, tonneau cover, luggage carrier, twin passilamps, many other extras, unworn tyres, exceptional example; cost over £1,125; terms, exchanges.—Rowland Smith, below:

365ms.—Triumph Mayflower November 1950 saloon, leather, heater, carefully used; terms, exchanges.—Rowland Smith, below:

325ms.—Triumph 1800 Roadster coupe, Salvador blue, blue leather, PVC hood, very good condition, choice of 3 terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ROSE & YOUNG, Ltd., offer 1957 Triumph TR3, fitted hard top, 6,000 miles only, fitted overdrive, spotlights, loose covers, heater, overdrive on second, third and top, immaculate: £345-65-69, St. John's Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station.) Tulsa Hill 6464. [C3057]

Triumph Cars Wanted

ROWLAND SMITH'S the Triumph buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

IMMACULATE TR2 required for cash.—S. Dudley Terrace, Potter St., Marlow, Essex. [1760]

TR2 and TR3 wanted for cash.—35, Kimmerton St., E.W.1, Belgrave 3711. [1W3045]

MARSTON MOTORS Co. Ltd., for your Triumph—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. [0182/N]

TR2/3 wanted privately, overdrive, etc.: details, price.—Instone, 91, Widney Lane, Solihull Works. [9479]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

XXX Triumph Cars Wanted
Excellent cash price offered for good
Triumph—P. F. Edwards, 154, Great
Titchfield St., London, W.1. Langham 0012. [W2003]

IMMACULATE TR2.5e urgently required for cash or
in part exchange—St. Margaret's Motors, Ltd., 91-
95, St. Margaret's Rd., Twickenham, Middx. Tel.
Popesgrove 9075. [W4126]

Triumph Spares and Service
TRIUMPH 1800 spares, engine 6,000 miles, £25; rear
box, £15; rear axle, £15.—4A, Denmark St., Ilford
Rd., Essex. Tel. 48818.

TRIUMPH spares for all post-war models; largest
provincial stockists—Hollingsdrake Automobile Co.,
Ltd., Stockport. (Tel. 4464) and Prince's Drive, Colwyn
Bay (Tel. 3522). [0035/R]

UTILITY CARS

BENTALLS, Ltd.

1956 Standard Vanguard Phase III estate car, fawn
with blue upholstery, radio, heater, 15,000
miles; £895.—Kingston-on-Thames, Kingston [C1093]

BOON & PORTER, Ltd.

1954 Ford, Martin Walker Utilicon, 29,000 miles,
immaculate, 7-seater, sold and serviced by
us to original owner, £575.

CARSTENAU, S.W.15 (nr. Hammersmith Bridge),
Riv. 4444. [C1022]

METROPOLITAN MOTORS offer:—

1956 Bedford Utilabake, one owner, many extras;
£540.—Horn Lane, Acton, W.3. Acton 9064
[C3080]

PEDIGREE ESTATE CARS offer:—

HUDSON Ranchwagon, delivered April, 1957, two-
tone paint, radio, heater, overdrive, right-hand
drive, only 5,000 miles, absolutely as new; also a 1955
ditto.

1957 Standard Vanguard Phase III estate; also
a 1955 and 1953.

1957 Morris Isis Traveller, Phase III, heater; also
1956 and 1955, very low mileage.

1957 Morris Oxford Phase III Traveller estate,
heater, low mileage, also 1956, 1955 and
1954.

1956 Hillman Minx estate, heater, two-tone paint,
immaculate; and 1955 Hillman Husky.

1956 Ford Consul Abbott estate; also a 1957 Ford
Escort, heater.

1957 Morris omnibus 15-seater, only 2,000 miles,
absolutely as new, also 1955 Austin A40
Countryman.

CHOICE of over 40 estate cars always in stock.

PRIVATE cars accepted in exchange.

340 Euston Rd., N.W.1. Euston 7889. [3093]

WARWICK WRIGHT, Ltd., offer:—

1956 (December) Hillman Husky, double duty, grey,
red upholstery, 15,000 miles; £565.

1954 Morris Minor (ohv) de luxe Traveller's car,
grey, red upholstery, radio and heater, 31,000
miles; £525.

1956 Hillman Minx Mark VIII estate car, dual
grey, red upholstery, heater, 15,000 miles;
£695.

1957 Series I Hillman estate car, blue and white,
red upholstery, heater, 7,000 miles; £895.

**WARWICK WRIGHT, Ltd., Lord's Court, St. John's
Wood Rd., London, N.W.8. Cunningham 6050. [C4045]**

HENLYS offer with 4 months' guarantee.

1955 Hillman Husky, heater, one owner, blue with
red interior; £495.

1956 Ford Escort, heater, grey with red interior;
£545.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost oppo-
site Euston Station), Euston 1966. [1847]

1949 Vanguard utility; £200.—Winstanley, 35,
Beulah Hill, E.E.19. Lavistown 8208. [1824]

1957 A35 Countryman, green, heater, 12,000 miles,
one owner; £515.

**JARVIS A. & B.M.C. Warranty—Jarvis & Sons, Ltd.,
of Wimbledon, Liberty 5221, Wimbledon 2550. [C2086]**

1954 Bedford 12-seater Spurrmatility, two-tone, ex-
cellent runner; bargain £395.—Below.

1954 model Austin A70 4-door wooden body utility,
in really clean condition; £425.—Below.

1947 Hillman manufacturer's 4-door estate car,
grey, new tyres, taxed; £245.—Bray Motors,
180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

NOVEMBER, '53 A30 estate, cream, 12,000 miles,
£485.—Robbins, East Putney, Tel. 7881. [C3010]

1957 Austin omni-coach, radio, heater, as new;
£585.—Castle Street Motors, 5, St. John's Rd.,
Hove 70586. [1540]

£475!!!—1953 Austin A70 Hereford Countryman,
factory model in superb condition and pri-
vately used.

£375!!!—1951 Austin A70 Countryman, late owner
maintained this vehicle excellently, small
total mileage, excellent condition throughout.

£365!!!—1949 Alvis 14hp 4-door wood-bodied
utility, excellent value and performance for
the money.

£319!!!—1948 Hillman Minx Countryman, fold-
flat seats, etc., "they're proper at bargain
price."

LAMBS OF WOOD GREEN (Established 1897)—100
cars; 3 months' written guarantee; exchanges; hire
purchase.—421-423, High Rd., Finchley, Finchley 6222.
[C2052]

CAMDEN MOTORS specialists in estate cars and
utilities, 40 models available; this week's specially
recommended vehicle:—

1956 Morris Minor Travellers, only one owner
since new, and almost equal to new in every
respect, full de luxe series with real leather upholstery,
built-in heater, Clarendon grey, faultless order; £595.
All other cars available; write for fully descriptive
400 priced catalogue.

**CAMDEN MOTORS, Leighton Buzzard 2041, Open
until 8 p.m.; terms, exchanges.** [C1035]

UTILITY CARS

1956 Morris Isis Traveller, superb condition,
£665, terms.—A. E. Palmer Motors, Ltd., 747,
Dunstable Rd., Luton 1075. [1651]

1955 Morris Minor Traveller, choice 2; £525,
terms.—A. E. Palmer Motors, Ltd., 747,
Dunstable Rd., Luton 1075. [1652]

1957 Bedford Utilabake, one owner, 8,000 miles,
Avion blue; £325.—G. W. Wilkin, Ltd.,
Hampton Court, Molesey 6103. [C4053]

1953 Hillman estate car, Anniversary model,
heater, excellent condition; £425.—Castle St.
Motors, 5, St. John's Rd., Hove 70586. [1890]

1955 Bedford M.W. 12-str. utility, 19,000 miles,
heater; £430.—The Paddock, Symm Lane,
Wotton under Edge, Glos. Tel. 3179. [1752]

1954 (late) Dormobile, fitted heater, screen
washers, in very good condition throughout;
£410.—Spicer's Car Sales, Tel. Hitchin 2037. [1527]

AUSTIN Sheerline long wheelbase 1954 (first regis-
tered July, 1955), fitted special 9-seater utility
body, mileage under 5,000 believed genuine; £895.

**JACQUIER, Ltd., 229, Hammersmith Rd., London,
W.8. Tel. Riverside 9678. [C2443]**

1951 A40 Countryman, heater, two owners, guaran-
teed, £235, also 1949 Lanchester 10 estate
utility, one owner; £290; payments—Oldfield, 386,
Kensington High St., W.14. Wens 6631. [C3029]

BEDFORD Utilabake by Martin Walter, brand new;
£598.1, ex works.—Motourists (London), Ltd.,
Great North Rd., East Finchley Station, N.2. Tudor
2301-2. [C3012]

BEDFORD Dormobile by Martin Walter; a few low-
mileage estates in excellent condition; (London),
Ltd., Great North Rd., East Finchley Station, N.2.
Tudor 2301-2. [C3018]

AUSTIN Omnicaab 13-seater, brand new; £644 ex-
works; to purchase tax payable.—Try Motourists
(London), Ltd., Great North Rd., East Finchley
Station, N.2. Tudor 2301-2. [C3018]

625gns.—Fiat 600 late 1957 Multipia estate car,
blue/grey, heater, one careful owner, 5,400
miles, practically new; terms; exchanges.—Rowland
Smith, below.

575gns.—Morris Minor 1956 series II de luxe Travel-
ler, leather, head action washers, one owner,
excellent condition; choice of 2; terms; exchanges.—
Rowland Smith, below.

425gns.—Hillman Husky October, 1955, estate car,
mid-green, grey interior, fold-flush rear seating;
rear entrance, one owner, excellent condition; terms;
exchanges.—Rowland Smith, below.

365gns.—Hillman Minx 1950 Phase IV estate car,
duo-tone grey, leather, fold-flush rear seating,
sliding windows, carefully used; terms; exchanges.—
Rowland Smith, below.

295gns.—Riley 1948 1½-litre 4-door 5-seater estate
car, natural hardwood body, brown leather,
removable rear seating, carefully used; terms; ex-
changes.—Rowland Smith, below.

95gns.—Morris 10 1955 series III 4-door 5-seater
estate car, ohv engine, natural timber body,
leather upholstery, removable rear seating, glass all
round, rear entrance, terms; exchanges; list, open 9-7
week-days and Saturdays.—Rowland Smith, Hampstead
(Hampstead Tube), Hampstead 6041. [C4018]

1957 Bedford Utilabake, one owner, 12,000 miles,
used as family car only, heater, Underseal,
many extras, owner posted overseas, quick sale essen-
tial, as new; £510.—Tel. Napier 3214. [1670]

1950 Morris Commercial J-type conversion, almost
new engine, coach-built aluminium brake
body, compact yet roomy (7ft x 5ft), 4 seats fold into
2 beds; the ideal holiday runabout; £290.—Box 4202,
Hig. 4375. [1795]

HILLMAN Minx, genuine estate car, ohv, late 1955 6-
model, 22,000, one owner, used privately, first-class
condition; £490; terms, exchanges.—Tillingham St.
Garage, Sparkbrook, Birmingham. Vic. 2655 (after
7 p.m. Hig. 4375). [1623]

G & M ALFREDS (1936), Ltd.—1957 Ford Squire,
6,000 miles; 1956 Ford Thames estate car,
7,000 miles; 1954 Hillman Husky, 8,000 miles, genuine
full history; 1954 Morris Oxford Traveller de luxe,
radio, one owner, all guaranteed.—6-7, Warren St.,
W.1. Euston 3268. [C1005]

AZ MOTORS offer 1952 Vanguard 4-door estate car,
splendid condition, £425! Also ditto 2-door,
duo-colour, £345! 1956 Dormobile, £415! 1956-7
Husky, 13,000 miles, £550! 1953 Bradford, 50 m.p.g.,
one owner, £235! 1947 Commer, splendid order, £225!
—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

ROY'S AUTOMOBILES, Ltd. offer the following
estate cars: 1956 and 1955 Ford 10 utilities, from
£250; 1953-4 Ford 6 estate car, £235; 1956 and 1955
Thames estate cars from £375; 1953 and 1952 A40
Countryman's from £385; 1954 Hillman Minx estate,
£495; 1952 Ford 8 Martin Walter estate car, £225;
another, £215; many others; terms, exchanges.—127,
Parkway, Regents Park, N.W.1. Euston 2700/8894.
[C3059]

Utility Cars Wanted
ESTATE CARS, utility specialists: best buyers of
estate cars.—Prospect 7649. [0240/R]

ROWLAND SMITH'S, the Utility car buyers; highest
cash prices.—Hampstead High St., N.W.8. Ham-
stead 6041. [W4018/R]

MINOR Travellers, Hillman and Vanguard estate
cars A30, A40 and A70 Countryman, and shooting
brakes required.—Putney 2776/7, 221, Upper Richmond
Rd., Putney, S.W.15. [0137/R]

UTILITY vehicles of all types, particularly Morris,
Austin and Standard, wanted immediately. Lon-
don's best prices.—G. & M. Alfreds (1936), Ltd., 6-7,
Warren St., W.1. Euston 3268. [W1005]

ESTATE CARS, Ltd., the utility specialists, urgently
require Countryman estate cars and shooting brakes
of all makes and sizes, good price paid.—441, Upper
Richmond Rd. West, S.W.14. Prospect 7648/9. [0010/R]

VAUXHALL 12
1947 Vauxhall 12/4, black, an outstanding example;
£325.

**DAVIS & HILL, Ltd., 101, Bromley Common, Brom-
ley, Kent, Tel. Ravensbourne 2634-5. [C1129]**

VAUXHALL 12

265gns.—Vauxhall 12, September 1947, saloon,
siding head, rebored, excellent condition;
terms, exchanges; list; open 9-7 week-days and Satur-
days.—Rowland Smith, Hampstead (Hampstead Tube),
Hampstead 6041. [C4018]

VAUXHALL 14

AZ MOTORS offer:—£265! 1948 J-type saloon,
beautiful order. Also 1959 12 saloon; £295.
—AZ Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

VAUXHALL VICTOR

**W. HAROLD PERRY, Ltd., 1105-1111, High Rd.,
Whetstone, N.20. Tel. Hillsdale 6621, offer:—**

1957 Vauxhall Victor Super, red, with grey/black
upholstery, heater, radio, washers, etc., mile-
age approximately 3,500, an economical car with ex-
cellent performance, condition as new; £745; hire pur-
chase facilities available.

**W. HAROLD PERRY, Ltd., 1105-1111, High Rd.,
Whetstone, N.20. Tel. Hillsdale 6621. [C3042]**

GLANFIELD LAWRENCE offer:—

1957 Vauxhall Victor Super, 2,000 miles only;
£745.—407, High Rd., N.12. Finchley 0291.
[C2053]

CONNAUGHT ENGINEERING offer:—

VAUXHALL Victor, 5,000 miles only and in brand
new condition, radio, heater, leather and Lin-
coln extras at a new cost of nearly £800, an oppor-
tunity to buy an as-new car at a considerable saving
at £695.

**CONNAUGHT ENGINEERING, Portsmouth Rd., Send,
Surrey, Ripley 5122. [C1152]**

BENHILL for good used Vauxhall Victors.

ONE Victor de luxe, mileage 120; £725.—Smith's
Motors, Dovercourt. [C4108]

1957 (Aug.) Victor Super, red, 3,651 miles, heater,
extras, as new; £715.—Friary Motors, Windsor
2003. [1621]

£730—1957 (May) Vauxhall Victor Super, harvest
yellow, heater, radio, twin spot lights, wing
mirrors, 9,000 miles, immaculate condition.

**BENHILL MOTORS, Ltd., Bedford House, High St.,
Sutton, Surrey, Vigilant 8192. [C1140]**

1957 Victor, 4,500 miles, virtually new; sacrifice,
£595.—Home & Overseas Motors, 160,
Finchley Rd., N.W.3. Hampstead 9067-8-9. [1805]

1957 Victor Super, black, heater, one owner, 5,000
miles; £695.—Western Motor Works,
Footscray 1122. [C4127]

VAUXHALL Victor, super, 1,455 miles, guaranteed,
as new, gipsy red; £735; terms, exchanges.—
Cathedral Garage, St. Faiths Lane, Norwich. Tel.
25878. [1227]

1957 Victor saloon, heater, windscreen wipers,
courtesy lighting, 4,800 miles; £665; terms,
exchanges.—Palmer's, 3, Russell Garden Mews, Ken-
sington, W.14. Park 9704. [C3034]

1958 (Jan.) Vauxhall Victor Super saloon, Empress
blue, mileage 200 only, taxed, full guarantee,
cost £791/17, accepted £745.—348, King St., Ham-
mer-smith, W.6. Riv. 2857. [C3130]

625gns.—Vauxhall Victor, May 1957, saloon, grey,
one owner, small mileage, choice of 2; terms,
exchanges; list; open 9-7 week-days and Saturdays.—
Rowland Smith, Hampstead (Hampstead Tube), Hamp-
stead 6041. [C4018]

1957 Vauxhall Victor Super, finished in red, ex-
tras include: radio, heater, Leopard pattern
"nose covers, fog and spot lights, 18,000 miles, 3 months'
guarantee; £685.—University Motors, Ltd., 80 Picca-
dilly, W.1. Grosvenor 4141. [1335]

ALMOST new Victor required immediately.—Morley,
76, Cambridge Rd., Kingston. Kingston 5856.
[W3016]

VAUXHALL WYVERN

GUY SALMON AUTOMOBILES offer:—

1956 Vauxhall Wyvern, maroon, heater, small
mileage, one owner; £625.—Portsmouth Rd.,
Thames Ditton, Eberbrook 5551-2-3. [C4001]

HENLYS offer with 4 months' guarantee:—

1956 Vauxhall Wyvern saloon, heater, radio, one
owner, black with red interior; £695.

**HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please
ask for Mr. Gray, Tel. Gulliver 5721. [1854]**

1953 Vauxhall Wyvern, one owner; £450.

**CEDAR SERVICE STATION, Ltd., Fareham, Tel.
2277. [1616]**

1956 Wyvern, silver straw, one owner; £625.—
Odeon Motors, Ltd., Bar. 1144. [C3026]

1956 Vauxhall Wyvern; silver straw, fitted heater,
superb condition throughout; £645.

**WEST STREET MOTORS (LONDON), Ltd., 66, Lon-
don Rd., Tooting Junction, Mitcham 5281-2-3. [C307]**

1956 Wyvern, finished silver straw, red interior,
one owner, heater, Quality Tested; £650.

1955 (series) Wyvern, finished about green, care-
fully used by one owner, many extras, £565.
**DAVIS & HILL, Ltd., 101, Bromley Common, Brom-
ley, Kent, Tel. Ravensbourne 2634-5. [C1129]**

1956 Wyvern, one owner, black, brown interior,
guaranteed; £610.—Campbell Symonds, Peri-
vale 4456. [C1037]

1954 Wyvern, blue, radio, heater, reconditioned
engine not yet run in, guaranteed; £550.—
Campbell Symonds, Wembley 6262. [C1037/1]

£569!!!—1955 series Vauxhall Wyvern saloon, one
owner, heater, moderate mileage, coachwork
in excellent condition.—Jennings, Richmond 3568.

1952 Vauxhall Wyvern, heater, equal to well kept
1955 car; £455.—Kirkdale Cars, Kirkdale,
Sydenham, S.E.26. Sydenham 6129. [C2068]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

1956 Vauxhall Wyvern saloon, 11,000 miles; £665. —British & Colonial Motors, Ltd., 77, Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1027]

1950 Vauxhall Wyvern, excellent condition throughout; £335.—Bertram Cowens, Ltd., Hermitage Lane, Streatham. Poliards 2100. [C1154]

1954 Vauxhall Wyvern saloon, finished in unmarked Forest green with interior to match, radio, heater, twin chrome pass lamps, etc., a very fine example; £475.

MADSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

1955 Vauxhall Wyvern, one owner, grey, red interior, well maintained; £575, written guarantee, terms, exchanges.—H. F. Edwards, 29-54, Upper High St., Epsom. Tel. 5611. [C2001]

£565 !!!—1955 Vauxhall Wyvern de luxe saloon, only one owner, speedometer records 16,000 miles, whole car virtually as brand new, choice grey or black.

£465 !!!—1952-3 Vauxhall Wyvern de luxe saloon, large economical family saloon, in magnificent condition; choice 2.

LAMBS OF WOOD GREEN (Established 1897): 100 cars, 3 months' written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

495 gns.—Vauxhall Wyvern, 1955, saloon, duo-tone grey/ivory, heater, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1955 (series) 26/11/54 Vauxhall Wyvern saloon, grey/red interior, low mileage, one owner, taxed, absolutely immaculate and guaranteed; £555.—Alwood Garage, Alwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107]

Vauxhall Wyvern Wanted

ALMOST new Wyvern required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

WYVERN cars urgently needed, spot cash.—A. E. Palmer Motors, Ltd., 747, Dunstable Rd., Luton 1075. [C1649]

VAUXHALL VELOX

A1 at Brown's.

1955 (Sept.) Vauxhall Velox saloon, black, red hide interior, heater, extras, beautifully kept and maintained, practically unmarked and as new, A1 guaranteed; £285, secure.

1954 (Sept.) Vauxhall Velox saloon, blue, red hide interior, heater, extras, well kept; £485.—W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

H. A. SAUNDERS, Ltd., offer:—

1955 Vauxhall Velox saloon, black, red upholstery, recorded mileage 15,600, heater; £575.

H. A. SAUNDERS, Ltd., 636-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

1951 (late) Vauxhall Velox; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

GUY SALMON AUTOMOBILES offer:—

1957 Vauxhall Velox Martin Walter Dormobile estate car, one of those very rare and attractive estate cars with folding seats, radio and heater, 17,000 miles only; £935.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-4. [C4001]

ELM AUTOSALES (MORDEN) offer:—

1952 Velox dark green leather, heater, low mileage, superb throughout; £435.—28-30, Abbotsbury Rd., Morden. Mitcham 7122. [C2087]

1955 Velox, black; £575.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1955 Velox, Pewter grey many extras, one owner, in immaculate specimen; £565.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129]

1955 Vauxhall Velox saloon, perfectly maintained by one owner, fitted radio and heater; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open weekdays 9 a.m. to 6 p.m. [C2008]

1956 Velox, black, red upholstery, fitted heater, immaculate, low mileage motor; £645. [C4097/1]

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, Mitcham S261-2-3. [C4097/1]

1956 Velox, one owner, heater; £585; terms.—Stanley Gabriel, East Sheen, Prospect 6255. [C1597]

1955 Velox, heater, grey, red interior, very nice car; £550.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153]

£495 !!!—1954 Vauxhall Velox saloon, black, heater, immaculate condition; terms.—Autospins, 5, Balham Rd., Balham 1509. [C1009]

£495 !!!—1954 series Vauxhall Velox saloon, radio, heater, many other extras, well above average.—Jennings, Richmond 358. [C5103]

1957 Vauxhall Velox, 7,000 miles, radio, heater; £775.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4673-4. [C2110]

1957 Velox (April) finished in black, red leather upholstery, fitted with heater, in as new condition throughout, very low mileage; £750.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, Mitcham S261-2-3. [C4097/1]

1956 (model) Vauxhall Velox, heater, one owner since new, recorded mileage 14,000; £545.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 6041. [C1121]

VAUXHALL VELOX

TANKARD & SMITH, Ltd., offer 1957 Vauxhall Velox, black, as new; £775; 3 months' written guarantee.—192-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801. [C4025]

1954 Vauxhall Velox de luxe saloon, one owner, radio, heater, black, maroon hide; £495; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1957 Vauxhall Velox saloon, finished in black with maroon upholstery, fitted heater, 9,000 miles only, spotless condition, 4 months' guarantee; £765.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1336]

Vauxhall Velox Wanted

ALMOST new Velox required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

VELOX cars urgently needed, spot cash.—A. E. Palmer Motors, Ltd., 747, Dunstable Rd., Luton 1075. [C1649]

VAUXHALL CRESTA

PETER BANTOCK CAR SALES offer:—

1955 (September) Vauxhall Cresta, duo colour—red/ivory, radio, 24,000 miles only, one owner, beautiful condition throughout; £595.—104, High Rd., Chiswick 2725-5970. [C1013]

1955 Vauxhall Cresta, heater; £595.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

D. J. SHEPHERD & Co. (ENFIELD), LTD., offer:—

1956 (November '55) Vauxhall Cresta saloon, fitted radio spot lights wing mirrors, heater, etc., whitewall tyres, taxed, as new; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]

1955 (May) Cresta saloon, excellent; £585.—Robbins, East Putney. Tel. 7881. [C3010]

1957 2-tone grey and ivory, red leather, 10,000 miles, one owner; £775.—Hove 5377. [C1860]

1956 Vauxhall Cresta saloon, 19,000 miles, overdrive, heater, radio; exchanges, etc.—Wesssex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4087]

1955 Cresta saloon, heater, excellent condition, guaranteed; £585; exchanges; terms.—Palmer's, 3, Russell Garden Mews, Kensington, Park 9734. [C3034]

1956 (model) Vauxhall Cresta, heater, radio, very low mileage, absolutely as new; £675.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 6041. [C1121]

1955 Vauxhall Cresta, Beach white and Pewter grey with matching upholstery, fitted all usual Cresta extras including radio, heater, rim embellishments, etc.; £595.

MCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/5506-8. [C3063]

1957 (Dec. '56) Cresta, grey/red nylon, fitted radio, seat covers, spot lamps and many other extras, 8,000 miles only; immaculate, supplied and maintained by us; £845.

K. J. MOTORS, Ltd., Bromley, Ravensbourne 3456. [C1827]

1957 Vauxhall Cresta saloon, grey with cream dash, fitted radio and other extras, one careful owner, taxed; £795.—Saunders Abbott, Ltd., 1, Wickham Rd., Beckenham, Kent. Beckenham 7276. [C1895]

1957 (August) Cresta saloon, light blue/cream dash, blue leather, five short-wave radio, heater, road lamp, guaranteed mileage 2,000, equal new cost, £1,015; accept £895.—364, King St., Hamersmith, W.6. Riv. 2837. [C5130]

Vauxhall Cresta Cars Wanted

ALMOST new Cresta required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SLECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328.

112 and 114, Wardour St., W.1. Gerrard 4343.

AND Western Ave., W.3. Acorn 4641. [0117/R]

"AUTORAMA" (for Vauxhalls; consult us for genuine used car value.

GARAGE BROS. (MOTORS), Ltd., The Autorama, 799-835, Chester Rd., Stretdorf. (Trafford 3311.) [0283/R]

Vauxhall Miscellaneous Cars Wanted

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328.

AND Western Ave., W.3. Acorn 4641. [0018/R]

ROWLAND SMITH'S, the Vauxhall buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

GOOD Vauxhall required immediately.—G Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 218. [W2000]

Vauxhall Miscellaneous Cars Wanted

XXX Excellent cash price offered for good Vauxhall.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langanham 0012. [W2003]

VAUXHALL cars, post-war models urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/N]

VETERAN CARS

ANY offers? Bedelia cyclecar complete.—C. Arnold, 8, Horstead Way, Northampton.

WELHAM'S, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 cars, 1900 Progress 3½hp Quad car, £250. [C4070]

1908-10 Phenomobile 8hp 3-wheeler, unique car, inspection invited.—Jackson, Tinsford, Stamford. [1771]

GOOD homes wanted for the following: 1906 De Dion Bouton tourer, 1911 Renault 2-seater; 1914 Calcott 2-seater; 1928 Humber saloon; 1921 Studebaker tourer; vintage Bentleys, various; all these cars are in excellent condition.—Performance Cars, Ltd., Haling 8841. [C3041]

VOLKSWAGEN

LEX 1957 Volkswagen de luxe, green, 5,000 miles.

LEX GARAGES, Ltd., The Ace Service Station, Ace Corner, North Circular Rd., London, N.W.10. Tel. Elgar 5555. [1563]

ECL 1956 fixed head de luxe, prairie beige, 17,000 miles, American type bumpers, etc.; £645.

1956 (December, '55) fixed head de luxe, stratosilver, one owner, very carefully maintained; £635.

1956 (July), Jungle green, fixed head de luxe, 14,000 miles, virtually as new; £650.

1956 (February) fixed head de luxe, Polar silver, Motorola radio, 18,000 miles, virtually as new; £635.

1957 1500t van, double doors both sides, 11,000 miles, virtually as new; £535.

1957 Standard Microbus, 11,000 miles, condition as new; £595.

EUROPEAN CARS, Ltd., 129, Old Brompton Rd., S.W.7. Fre. 7722. [1831]

J DAVY, Ltd., offer:—

1957 V.W. 3-berth motor caravan, one owner, superb condition, comprehensive guarantee; £825.

180-184, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

WORKING MOTORS, Mercedes distributors.

1957 Volkswagen saloon, 8,000 miles, polar silver, red interior; £645.—Maybury Hill, Woking 4277.

ELM AUTOSALES (Volkswagen area dealers) offer:—

1957 (Aug.) Volkswagen de luxe, diamond grey/red, fitted West Essex conversion, 8,000 miles only, other extras; £649.

66-68, Hartfield Rd., Wimbledon, S.W.19. Sales Department, Cherrywood 1615.

V/W Service Department, Elm Garage, S.W.19. Wim. 4825/0472. [C2067]

1957 (Sept.) Volkswagen de luxe, 2,000 miles, almost as new; £685.

WALTON-ON-THAMES MOTOR CO., Ltd., Walton, Thames 200 2757. [1797]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1957 Volkswagen de luxe saloon, prairie beige with red interior, several extras fitted, one owner, 6,000 miles only, as new; £695. [C1001]

WALTER SCOTT, Ltd., 1957 de luxe saloon, Agave, 2,000 miles, extras, unmarked; £695.

1957 de luxe, black, 11,000 miles, as new; £665.—39, College Cres., N.W.3 (Swiss Cottage Tube). Tel. 4466. [C4008]

MORTOWN MOTORS, Ltd., of Leeds, have available a comprehensive range of 1954/1957 Volkswagen saloons; prices from £425 to £695.

EACH car has been thoroughly inspected and serviced by our factory-trained staff.

WRITE or telephone for particulars of cars available; demonstration arranged to suit clients' convenience.

MORTOWN MOTORS, Ltd., Regent St., Leeds. Tel. 31894-5. [1751]

1957 model Volkswagen (Sept. 1956), de luxe, black, 19,000 miles, perfect bargain; £610.—Tel. Lewes (Sussex) 1549. [1598]

225 gns.—Volkswagen 1947 saloon, l.h.d., heater, good tyres; terms; exchanges.—Rowland Smith, below.

475 gns.—Volkswagen 1954 de luxe saloon, bronze, heater, carefully used; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 (20/12/53), low mileage, radio, seat covers, immaculate; £465.—Tolworth Motors, Ltd., Kingston By-pass, Tolworth, Elmbridge 2254. [C4081]

NOVEMBER '54 saloon de luxe, 35,000 miles, radio, 2 owners; £325.—Johnson & Brown, 266-270, High St., Bromley, Ravensbourne 8841. [C2073]

1956 (June) Volkswagen, beige, one owner; £650.—Davies Motors, Ltd., 534, London Rd., Ashford, Middx. Ashford 3671-2. [C1080]

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors' enquiries welcomed; the original distributors and specialists.

1954 one owner, loose seat covers, many extras, as new; £625.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Colborne 2361. And Colborne Garage (Kent), Ltd., Manston, Kent. Tel. Manston 256. [0970/N]

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE ETC.

VOLKSWAGEN

1956 Volkswagen of luxe, Motorola, choice of fleet: £545, 200 miles free trial to purchaser. Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad 6801. [9838]

1957 Volkswagen saloon de luxe, heater, metallic grey, low mileage, bargain: £565.—Vare Motors, 472, Archway Rd., N.6. Mountview 9039/5306. [C4074]

1958 (Jan.) Volkswagen de luxe saloon, diamond grey, sun roof, 200 miles only, accessories, taxed year, genuine medical reason for sale: £775.—Reed, 3, Vicarage Gate, W.8. Western 1906. [1729]

V & F MONACO MOTORS, Ltd., the Volkswagen specialists, offer you their unique experience gained in 8 years of servicing and maintenance of Volkswagen cars.

V & F MONACO MOTORS—1957 Microbus Caravan, Lesburn conversion, one owner, 6,000 miles only, virtually new condition: £645.

V & F MONACO MOTORS—1956 (Sept.) de luxe saloon, horizon blue, 11,000 miles only, one careful owner: £635.

V & F MONACO MOTORS—1956 de luxe sun roof saloon, power, silver, 14,000 miles only, one owner, immaculate: £650.

V & F MONACO MOTORS—1955 sun roof de luxe saloon, prairie beige, excellent condition throughout: £585.

V & F MONACO MOTORS—1955 de luxe saloon, black, moderate mileage: £535.

V & F MONACO MOTORS—1955 de luxe saloon, red green, moderate mileage, showroom condition: £565.

V & F MONACO MOTORS, official Volkswagen agents.—Showrooms: 363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0642/R]

£598—Volkswagen Sun saloon 1955, beautifully kept, heater, tyres, choice 3, only best examples.—specialists.—Benmotors, 1, Clarendon Rd., W.11. Park 5066/7, (50 yds. Holland Park Tube). [C1017]

G & M ALFRED'S (1936), Ltd.—1956 Volkswagen, heater, radio, special instrument panel, Volkswagen bumpers, loose covers, exceptional car.—Fuller details: 6-7, Warren St., W.1. Euston 3268. [C1005]

BLACK & WHITE GARAGES, Harrington 331, near Evesham, Volkswagen distributors for Worcestershire and Herefordshire; full range; the Midlands finest Volkswagen repair, spares, accessories depot; unrivalled service by factory-trained mechanics. [0201/R]

Volkswagen Cars Wanted
COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2361. All years and models. [0980/R]

VOLKSWAGEN de luxe saloon, 1956, required; cash payment.—81, Airedale Rd., Winchester. [W4067]

V & F MONACO MOTORS—The Volkswagen buyers.—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0300/R]

Volkswagen Spares and Service

VW MOTORS, Ltd., sole Volkswagen concessionaires: genuine spares, obtainable from 235, Plaistow Rd., London, E.15 (adjoining Plaistow Station, District Line), Maryland 7661-5. [0647/R]

EUROPEAN CARS, Volkswagen Distributors.
NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129 Old Brompton Rd., S.W.7. Premantle 7722. [0436/R]

FOR specialised service in the North of England.—Moortown Motors, Ltd., Regent St., Leeds, 7. Tel. 31894-5. [8426]

DAVIES MOTORS, 554, London Rd., Ashford, Middlesex, specialists in all aspects of Volkswagen service.—Ashford 3671-2. [81080]

BRADSTOCK MOTORS, Ltd., the area Volkswagen specialists with the specialised know-how and equipment.—Chase Rd., Epsom. Tel. 5696-7. [81090]

MOONS MOTORS, Ltd., at their Davies St. (Mayfair 2381) branch have factory-trained mechanics and offer you full service with repairs and parts facilities. [0855/R]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361; genuine VW spares, c.o.d. postal service; open all day Saturday for spares and reception; crash works a speciality. [0995/R]

CRASH damage panel work and painting carried out, engines overhauled by VW-trained men, spares.—H. Harner Car Sales, Ltd., 444-6-8, Brighton Rd., South Croydon. Tel. Uplands 6620 and 5012. [0036/R]

V & F MONACO MOTORS—Service and repairs by factory-trained mechanics: spares, reconditioned engines, conversions to r.h.d., all V.W.V. accessories stocked.—Service, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Premantle 4414. [0295/R]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.
12000 miles.—1956 15/50 saloon, Swiss grey, red upholstery, one owner: £515.

15000 miles.—1956 6/90 saloon, green, one owner, E.W. maintained: £545.

1955 444 saloon, 19,000 miles, grey with grey leather, one owner: £645.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); 399, London Rd., Croydon (Thornhill Heath 4283); or 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046]

WOLSELEY

LEX

1956 Wolseley 15/50, grey, with red interior, 8,300 miles.

1956 Wolseley 4/44, grey with grey interior, 10,000 miles.

1955 Wolseley 6/90, black with red interior.

LEX GARAGES, Ltd., 74, Uxbridge Rd., Harrow W.3. Midx. Grimsdyke 2267. [1567]

SCOTT CARS offer:—

1952 Wolseley 6/80, outstanding condition: £425

1949 Wolseley 6/80 in outstanding condition: £345.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

KENNINGS, Ltd., offer:—

1957 (September) Wolseley 15/50 saloon, black, maroon trim, 3,500 miles only: £885.—84-90, Holland Park Ave., London, W.11. Park 5077. [C3030]

J. DAVY, Ltd., Wolseley agents.

1955 Wolseley 6/90, two owners, excellent condition, comprehensive guarantee: £745.

180 Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

H. A. SAUNDERS, Ltd., offer:—

1956 Wolseley 4/44 saloon, green, green upholstery, recorded mileage 15,218, heater: £715.

1956 Wolseley 15/50 saloon, grey, red upholstery, recorded mileage 10,406, heater: £855.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (B lines). [C4092]

PHILIP RICHARDS, Ltd., offer:—

1955 (August) Wolseley 4/44 green, one owner, 34,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

ENGINES RECONDITIONED, Ltd., offer:—

1955 Wolseley 4/44 saloon, one owner, immaculate condition: £625.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 3366. [C2070]

MILLS MOTORS (EALING), Ltd., offer:—

1953 Wolseley 6/80 saloon, metallic green with green leather upholstery, one owner, fitted heater, nominal mileage, superlative condition throughout: £445.

MILLS MOTORS (EALING), Ltd., 131-133, Little Ealing Lane, London, W.5. Ealing 9976. [1859]

HENLYS offer with 4 months' guarantee:—

1956 Wolseley 6/90 saloon, overdrive, radio, heater, one owner, grey with red interior: £885.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Please ask for Mr. Edwards. Tel. Finchley 0081/9762. [1844]

H. A. SAUNDERS, Golders Green, for your new or used Wolseley.—Speedwell 0011. [C4004]

1955 Wolseley 6/90: £685.—Poland St. Garage, 51, Poland St., London, W.1. Ger. 9010. [C3158]

1956 15/50 saloon, extras, excellent: £795.—Robbins, East Putney. Tel. 7881. [C3010]

1953 Wolseley 4/44: £585.—Central Garage, Chase Side, Enfield. Tel. Enfield 6636-7-8. [C1137]

BEARTS OF KINGSTON—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0085/R]

1953 Wolseley 4/44, black, brown interior, heater, one owner, guaranteed: £540.—Campbell Symonds.—Perivale 4456. [C1037]

1956 Wolseley 6/90 saloon, in grey with red leather upholstery, fitted overdrive, 11,500 miles, immaculate condition: £875.

LININGTON BROS., Ltd., Rover distributors, Portsmouth. Tel. 7161. [1256]

1956 Wolseley 4/44 saloon, one owner, new condition, radio, extras, etc.—Wessex Motors, Ltd., Andover, Hants, Tel. Andover 2326. [C4087]

1957 (November) Wolseley 1500 black saloon, heater, cost with extras £835, 135 miles only: £785.—Thrasher, Frome, Somt. Tel. 2055. [1683]

AZ MOTORS offer 1953 6/80 saloon, one owner, £415; Also 1949 18 saloon, reconditioned, £2501.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

WOLSELEY 4/44, black, brown leather interior, specimen car, £525.—Park House Car Sales Co., 269, London Rd., Romford, Essex. Romford 3542. [C3116]

1954 Wolseley 4/44, immaculate condition, black, red upholstery: £595; choice of 2.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1165. [C1016]

1955 (September) Wolseley 6/90, grey, heater, one owner, immaculate condition, low mileage: £699.—Percy Hendy, Ltd., Vincent's Walk, Southampton. Tel. Southampton 28334. [1691]

OPPORTUNITY!!! Wolseley 6/90 automatic saloon, and Wolseley 1500, new and unregistered; part exchanges, etc.—Wessex Motors, Ltd., Andover, Hants, Tel. Andover 2326. [C4087/1]

1952 Wolseley 6/80 saloon, grey/brown leather interior, works maintained, magnificent condition throughout: £425.—Pirbright Garage, Southfields, S.W.18. Putney 5530. [C3059]

1955 (July) one-owner Wolseley 6/90, grey cellulose unmarked, radio, exceptional value at £645; exchanges, deferred.—Barnsley, 5, Chelsea Embankment, S.W.3. Tel. Euston 3358. [1637]

1956 Wolseley 6/90 saloon, dark green with grey upholstery, genuine low mileage, guaranteed condition: £795.—Gavin Fairfax, Ltd., Virginia Water, Tel. Wentworth 5154. [C3099]

WOLSELEY

1957 (April) Wolseley 15/50 saloon, black with green upholstery, one owner, 14,000 miles, excellent throughout, taxed year: £850.—Hastemere Motor Co., Morris House, Guildford 62677. [1726]

1955 (April) Wolseley 4/44 saloon, black, red leather, one owner, guaranteed 21,000 miles only: £595.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

395 ens.—Wolseley 4/50, 1950, saloon, maroon, brown leather, heater, rebored, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1956 6/90 saloon, one owner, radio, heater, Rim-bellishers; we supplied new and maintained; magnificent specimen, exceptional value; 7899ns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [1192]

Wolseley Cars Wanted

ROWLAND SMITH'S, the Wolseley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

WOLSELEY 6/90 saloon required, 1956; consider 4/44; cash payment.—81, Airedale Rd., Winchester. [W4067]

XXX Excellent cash price offered for good Wolseley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

ALMOST new Wolseley required immediately.—A Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]

Wolseley Spares and Service

W. JACOBS & SON, Ltd.
SPECIALISTS in Wolseley spares for all models.

W. JACOBS & SON, Ltd., Hill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4-5. [0465]

RAMSEY MOTORS, Ltd., 242-248, High St., Barnet 3240.—Spares 1957 onwards, sales and repairs. [0707/R]

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4456. [0207]

BARKER'S MOTORS (LONDON), Ltd., Tel. Balham 5666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman 8181) for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0577/R]

HARD-SURFACED rockers, exchange 6/- each; new bushes, shafts and many other parts from 1930 onwards; s.a.e. list.—Thompson's, 106, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. [0591/R]

R. HARDY & SON, 55, Marylebone High St., W.1.—Experience for nearly a century; complete overhauls and coachwork; our speciality, exchange units; spares and accessories.—Hunier 0942. [0517/R]

MISCELLANEOUS CARS

RAYMOND WAY.
RAYMOND WAY—300 cars available mostly under £400; 6 months' written guarantee on post-war cars.

WE can quote the most competitive prices obtainable because of our huge turnover; every vehicle is plainly marked with price and year; we are exchange specialists and we willingly take your car, 3-wheeler or van, hire purchase payments insured against unemployment or illness if required; open 9 a.m. to 8 p.m. Saturdays 9 a.m. to 8 p.m.; open Sunday 10 a.m. to 2 p.m. for inspection only.—Raymond Way, Kilburn, N.W.6. Maids Vale 6044. [0829/R]

ROBBINS, 96, Upper Richmond Rd., Putney, always sell good cars; send for list; established 35 years. [C3010/R]

PRE-WAR and post-war cars; 200 cars in stock from £20 to £200; top price allowed for anything in part exchange; immediate h.p. and insurance facilities; always open.—Glasco Corner, 1017, Greenford Rd., Greenford Middlesex. Tel. Byron 8188 or 5841. [C3109]

Miscellaneous Cars Wanted

TRAYNOR MOTORS, Ltd., Grangewood 2530, require all types of cars for cash.—135, High St., South East Ham, London, E.6. [W4053]

MOBILE SHOPS AND CANTEENS

MOBILE shops on Morris P.V. chassis 1952, also on Fordson, Bedford and Karrier; choice of 10.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

MOTOR HEARSES

HEARSEs and Haulies in Stock. Brochures available immediate delivery; call and inspect.

A. SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

MOTOR SCOOTERS

COMERFORDS for Motor Scooters. Distributors for Adler, Diana, Lambretta, Biala, Malco, Daytona. Demonstrations, free tuition, hire purchase terms, etc.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [0579/R]

AMBULANCES

AMBULANCES, small and large models on Bedford, Austin and Humber, splendid selection from £135.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022]

TAXICABS

1949-56 Austin taxicabs, diesel, from £260; h.p.; taxicabs bought.—Overstrand Motors, Ltd., 62, Cottage Grove, London, S.W.3. Brixton 1181. [0181/R]

This section closes for press first post Monday

COMMERCIAL VEHICLES

NEW COMMERCIAL VEHICLES

GORDON CARS (LONDON), Ltd., offer:-

COMMERCIAL Cob van (latest model).

COMMERCIAL Express delivery van.

26 North End Rd., Golders Green, N.W.11. Speedwell 4701. [1697]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:- MORRIS Commercial J2 15cwt van, available at list price. [N2058]

ASTRA light commercial utility, £347/10/-, including tax; terms and exchange. Hagger Motors, St. John's Wood, Cunningham 7335. [N2121]

THAMES Scvt van in primer with extra seat, etc., choice of 2; Austin A55 10cwt van, available at list price. Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

NEW COMMERCIAL VEHICLES

AUSTIN A35 van, painted, passenger seat.—Kings Motors, 1, High St., Hounslow 3532 & 2559. [N2049]

AUSTIN A35, van, grey, new, list price; Morris commercial J2, 15cwt van, new, list price.—Ashford, Middx 2064. [N2132]

USED COMMERCIAL VEHICLES

1955 Thames 10cwt van, dark green, plain, one owner, excellent condition.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

1956 A40 van, 25,000 miles only, extra seat and heater, excellent condition: £395.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fia 7345. [1326]

G & M ALFREDS (1956) Ltd.—Austin A40 gown vans 1954, Morris Oxford 1956 and 1954, Ford 10 cwt, 1954 and 1953, all with written guarantee.—6-7 Warren St., W.1. Euston 3268. [C1005]

USED COMMERCIAL VEHICLES

GENUINE mileage 6,000, serviced by us, one owner, Ford Ten van, spare seat, Corle grey, June 1957: £365.—Chesterfield Motors, 113-115, Regentia Park Rd., N.W.1. Primrose 6645 or 6.

ROYE AUTOMOBILES, Ltd.—For guaranteed light vans, pickup trucks and estate cars, always a selection of all popular makes from 1946 to 1957 in excellent condition at reasonable prices available; full part exchange prices given for your van, car or motor cycle; immediate hire purchase and insurance available.—Call, phone or write, 127, Parkway, Regentia Park, N.W.1. Euston 2700/6694. [C8056]

ROYE'S AUTOMOBILES, Ltd. require light vans, pickups, utilities and Land-Rovers; fair cash prices given; call, phone or write—127, Parkway, Regentia Park, N.W.1. Euston 2700/6694. [W5056]

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NEW & USED CARAVANS, TRAILERS, ETC.

NEW CARAVANS

LONDON CARAVAN Co., Ltd., one of the world's largest and oldest-established distributors and agents for the leading makes of National Caravan Council approved caravans; R.A.C. approved sites at Bletchley and Birmington-on-Sea.—If you cannot call, please write or phone for full information now to our head office at Barnet By-Pass, Bletchley (1165 and 1354), or Court Mount, Canterbury Rd., Birmington-on-Sea. Thanet, 41657. [0594/R]

SURREY CARAVAN Co.—Every aspect of caravanning catered for; sales new and used; hire static, or self-tow; large stock leading makes; display site.—Waldegrave Rd., Teddington. Popegrove 7643. Open every day. [0941/R]

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GOGGOMOBIL

CONCESSIONAIRES. [N3015]

GOGGOMOBIL, Ltd., 95-95, Old Brompton Rd., S.W.7. Tel. Knightsbridge 7705-6-7-8. [0451/R]

GO buy Goggomobil in Essex. [0619]

NEW and used cars from the distributors.—Bucknell & Merchant, Colchester. Tel. 5705-6. [0619]

JOHNSON & BROWN, distributors, immediate delivery all models; demonstrator available.—268-270, High St., Bromley, Ravensbourne 8841. [N2073]

CONNAUGHT ENGINEERING, England's largest distributor, new and used Goggomobils always in stock.—Portsmouth Rd., Send, Surrey. Ripley 5124. [0351/R]

BRAND new Goggomobil 4-str. de luxe saloon at £40 off list price, full makers guarantee, terms, exchanges.—895-921, Fulham Rd., S.W.6. Renown 6174. [1596]

HEINKEL

N.W.10.—Your Heinkel agent; exchanges, cars, motor cycles.—Willenden 4869/3934. [N4017]

SOLE concessionaires for the U.K., U.S.A., Canada and South Africa for the astonishing Heinkel. [N4017]

NOBLE MOTORS, Morris House, 1, Jermyn St., S.W.1. Tel. Trafalgar 1761-2-3. [0975/R]

CLAUDE RYE, Ltd., for your new Heinkel: immediate delivery, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [0960/R]

COMERFORD for Heinkel; other 3-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first class service; terms.—Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emmerbrook 5531 (6 lines). [0906/R]

HILLMAN

KENNINGS, Ltd., offer:—

MINX special saloon, thistle grey, list. [N3030]

MINX de luxe saloon, fiesta blue, pearl grey, list.—84-90, Holland Park Ave., London, W.11. Park 5077. [N3030]

NEWTONS OF WEMBLEY. [N3030]

EXCLUSIVE Rootes district dealers for prompt delivery all models, demonstration cars available; confidential credit facilities, full range on view; convertible, one only, finished in attractive colours. [N3030]

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall), Arnold 8252. [N3030]

PINNER—Ruislip—Northwood and adjacent districts. [N3030]

NEW Hillman range, immediate or early delivery. [N3030]

NORTHWOOD HILLS MOTOR Co., Joel St., Pinner, Middlesex. Tel. Northwood 3271-2. Exclusive Rootes Group sales and service agents. [N3129]

NEW Hillman de luxe, oyster and charcoal; £794/17. [N3129]

NEW Hillman special, siesta blue, immediate delivery; £748/1.—Fusley 7651. [N3153]

BREW BROTHERS, Ltd., enquiries invited.—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

WILSONS, the friendly agents for Hillmans.—36-36, Acra Lane, S.W.2. Brixton 4011. [N4085]

BARNET area—Hillman main dealers.—Hadley Green Garage, 202-204, High St., Barnet 0832. [0411/R]

NEW Hillman Minx de luxe saloon, 2-tone, immediate delivery.—Maythorpe Motor Co., Sydenham 13135. [N3135]

GRAYS OF GUILDFORD.—New Jubilee Minx de luxe, special, convertible and estate car now on view.—Tel. 2883. [0136/R]

W6 New Hillman Minx Series II, immediate delivery, choice of colours; demonstrations at any time.—Metropolis Garages, Ltd., 225/227, Hammer-smith Rd., W.6. Riverside 8071. [0697/R]

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0697/R]

MICHAEL CHRISTIE MOTORS, Aylesbury 4727. [N1094]

ALEXANDER MINX, twin cars, 68bhp engine, Leycock overdrive on third and top, centre gear lever and re-styled coachwork; send for "Autocar" road test. [N1094]

HUDSON

SPIKINS (TWICKENHAM), Ltd., distributors of Hudson, all spares and service.—83-101, Heath Rd., Twickenham. Tel. Popsgrave 1035-6-7-8. [0478/R]

HUMBER

NEWTONS OF WEMBLEY. [N3030]

EXCLUSIVE Rootes district dealers for prompt delivery all models, demonstration cars available; confidential credit facilities. [N3030]

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall), Arnold 8252. [0792/R]

PINNER—Ruislip—Northwood and adjacent districts. [N3030]

NEW Humber range; immediate or early delivery. [N3030]

NORTHWOOD HILLS MOTOR Co., Joel St., Pinner, Middlesex. Tel. Northwood 3271-2. Exclusive Rootes Group sales and service agents. [N3129]

BREW BROTHERS, Ltd., enquiries invited.—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

BARNET area—Humber main dealers.—Hadley Green Garage, Ltd., 202-204, High St., Barnet 0832. [0412/R]

GRAYS OF GUILDFORD.—Main dealers for the new Hawk saloon and Estate car.—7 and 8, Wood-bridge Rd., Guildford. Tel. 2887. [0089/R]

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the new Humber range.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0697/R]

FOR immediate delivery, one new Humber Hawk, black with blue interior, fitted with overdrive.—St. Austell By-Pass Garage, Ltd., Cornwall. St. Austell 3274. [1242]

ISETTA

PASS & JOYCE, Ltd., England's largest B.M.W. Isotta distributors will be pleased to forward literature and arrange demonstration.—184-186, Great Portland St., London, W.1. Museum 1001; also 27, Peter St., Manchester, 2. [N3039/R]

DAVID HARRISON, Ltd.. [N3039/R]

THE company in Scotland handling the incredible Isotta; immediate delivery from stock; colour selection available.—72/70, Baymarket Terrace, Edinburgh. Tel. Edinburgh 6838. [0981/R]

CLAUDE RYE, Ltd., for your new B.M.W. Isotta: immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [0927/R]

WALTER SCOTT, Ltd., Area dealer for N.W.3; terms, exchanges.—39, College Cres., N.W.3 (Swiss Cottage Tube). Pri. 4468. [N4006]

V&F MONACO MOTORS.—B.M.W. Isotta official retailers.—323, Fulham Rd., London. [0547/R]

COMPREHENSIVE selection of new and used models, immediate delivery; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [N3045]

B.M.W. Isotta sales and service; immediate delivery of this remarkable car; demonstration car available; deferred terms if required.—55, Cadogan Lane, S.W.1. Slo. 4126. [0901/R]

ISETTA

GODFREY, Ltd.—immediate delivery Isotta Runabout; demonstrations; terms, exchanges.—Bushwood Corner, Leytonstone, E.11. Wan. 5101. Also at Croydon, C.4, Portland St., W.1, Tottenham. Forest Gate and East Ham. [0465/R]

JAGUAR

HENLYS, Ltd.

ENGLAND'S largest Jaguar distributors. [N4123]

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 4444.) [N4123]

HENLEY House, 385, Euston Rd., N.W.1. (Euston 4444.) [N4123]

MANCHESTER.—1-3, Peter St. (Blackfriars 7043.) [0155/R]

HALLS. [N4123]

AREA dealers for Jaguar cars. [N4123]

DEMONSTRATIONS, part exchanges, h.p. terms. [N4123]

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), N.12. Hul. 1044. [0975/R]

ROWLAND SMITH'S for Jaguar. [N4123]

PART exchanges any distance, self financed terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), R.W.5. Hampstead 6041. [N4018]

MARTIN WALTER, Ltd., of Folkestone. [N4018]

THE largest retail stockists in Kent. [N4018]

SUGGEST you contact them immediately for the new Jaguar you require so urgently. [N4018]

SELECTION of models in stock. [N4018]

DEMONSTRATION facilities. [N4018]

TEL. Folkestone 3103 (ext. 64). [1338]

CALKWELL MOTOR Co., Ltd., for Jaguars.—West-cliff-on-Sea, Tel. Leigh-on-Sea 756/7. [0344/R]

WESTERN welcomes enquiries for all models and requires used models of all types. [0147]

CALL, write or phone to the [N4018]

PROUD JAGUAR DISTRIBUTORS in the West Country. [N4018]

WESTERN MOTORS (BRISTOL), Ltd., Park Row, Bristol 1. Tel. 26304. [N4123]

LEX (Wembley Court Motors), Jaguar main dealers, 7, High Rd., Wembley. Wembley 5767. [0709/R]

FOR Jaguar cars in Oxford and Berkshire.—City Motors, Gloucester 84, Oxford 48021. [N1146]

BREW BROTHERS, Ltd., enquiries invited.—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

MICHAEL CHRISTIE MOTORS.—See and try the new 2.4, 3.4 and Mark VIII.—Aylesbury 4727. [N1094]

MOORE PRESTO MOTOR WORKS, Ltd., Croydon 6004. Area sub-dealers, sales and service. [0147]

KJ MOTORS, Ltd., Jaguar main dealers for the Mk. VIII saloon, Bromley, Ravensbourne 3458. [0288/R]

HILLWOOD MOTORS are Jaguar stockists; see the automatic Mark VIII in our showrooms.—Mill Hill (London) 4232. [N2108]

WE try to maintain a selection of new and used Jaguars and invite your inquiries; immediate demonstrations on our XK150. [0451/R]

CLARKE & SIMPSON, Ltd., 48, Sloane Sq., S.W.1. Tel. Sloane 0436. [01046]

METROPOLIS GARAGES, Ltd., for demonstrations of the 2.4 and 3.4 Jaguars.—45, Marks Court Rd., Kensington, W.8. Wes. 4244. [01017]

W. T. RICHARDS (BEXLEYHEATH), Ltd., area dealers North Kent 20 years; sales, part exchanges, service specimens.—74-78, Broadway, Bexleyheath 1696. [0630/R]

R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 7781. [0630/R]

PRIDE & CLARKE, Ltd., Jaguar agents.—Mark VIII. Cornish grey/mist grey with red leather, ex-stock; other models; favourable delivery, exchanges welcomed; terms; demonstrations available.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3046]

JENSEN

MICHAEL CHRISTIE MOTORS for new and used Jensens; enthusiastic attention, expert tuning.—Aylesbury. Tel. 4727. [N1094]

LANCIA

JOE THOMPSON MOTORS, Ltd., officially appointed retailers for the United Kingdom.—81-85, Fulham Rd., S.W.3. Kensington 4852. [N4028]

JOHN S. TRUSCOTT, Ltd., for Lancia; the oldest agents in the U.K.; full details on request; demonstration car available. [N4028]

173, Westbourne Grove, London, W.11. Bayswater 4274. [N4033]

LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperion, Rye, Wexley, Middlesex. Tel. Farnley 5636. [0288/R]

LINCOLN

1957 new (unregistered) Lincoln Premiere convertible, every power-assisted extra. [N4013]

SIMPSON'S MOTORS (WEMBLEY), Ltd., 345, High Rd., Wembley 3803/661. [N4013]

MERCEDES-BENZ

LONDON. [N4036]

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; all models available; exchanges and terms.—12a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 4681. [N4036]

KEITH GARAGES, Ltd., of Aylesbury. [N4036]

OFFICIAL distributors for Buckinghamshire.—Tel. Aylesbury 3454-5. [0706/R]

AREA Dealers.—Motors & Plant (Peterborough), Ltd., Newark Rd., Peterborough. Tel. 5558. [T8016]

NEW CARS FOR SALE

RILEY

KDM & CHERRINGTON, Ltd., for Rileys; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054]

RILEY'S, all models.—Enquiries to Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

AREA dealers for Riley cars; orders taken now for the magnificent 2.6 with or without automatic; early deliveries; part exchange; h.p. terms.—Monroes Motors, Wembley 2534. [0765/R]

IMMEDIATE delivery, new Riley 2.6 saloon, finished duo green with green leather; part exchange, hire purchase terms.—Wessex Motors, New St., Salisbury, Tel. 3275. [N4078]

WESSEX MOTORS, Ltd., Andover, Tel. 2328, Salisbury, Tel. 3275; and Winchester, Tel. 5555; for your new Riley; very reasonable delivery; part exchange, etc.; demonstration cars available. [N4067]

ROLLS-ROYCE

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton, Tel. 31662. [0520/R]

IMMEDIATE delivery, new Rolls-Royce Silver Cloud standard saloon, finished smoke green/sage green; green leather, power assisted steering.—Wessex Motors, New St., Salisbury, Tel. 3275 (Mr. Moulis). [N4067]

ROVER

HENLYS, England's leading motor agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). [0154/R]

J. DAVY, Ltd., for Rovers.

ENQUIRIES invited for all models.

180—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Knl. 4215). [N1069]

DORKING MOTOR Co., Ltd., main dealers, for favourable deliveries.—Dorking 2256. [N1068]

MICHAEL CHRISTIE MOTORS—See and try the new 105S without obligation.—Aylesbury 4727.

CHALKWELL MOTOR Co., Ltd., for Rovers.—West-cliff-on-Sea, Tel. Leigh-on-Sea 78247. [0345/R]

ROVER 60 and 90; on view.—Davies Car Centre, 22/24, Horn Lane, Acton, Tel. Acton 6731. [1120]

BEKHILL, F., Dodson, Ltd., Rover distributors, Beckville Garage, Middlesex Rd., Tel. 2352-3. [0951/R]

BASIL ROY, Ltd.—Rover 105R de luxe from stock.—161, Great Portland St., W.1. Tel. Langham 7733. [0168/R]

SOUTHAMPTON distributors for all Rover models and spares.—South Western Garage, Marsh Lane, Tel. 23313. [0301/R]

ODEON MOTORS, Ltd., Great North Rd., Barnet, North London's leading Rover specialists.—Tel. Barnet 1144. [N3028/R]

KJ MOTORS, Ltd.—North-west Kent's leading Rover area dealers.—Bromley, Ravensbourne 3456. [0267/R]

SUTTON, Cheam and Carshalton—Rover area dealers, repairs and service.—Surrey Motors, Ltd., High St., Sutton, Viridian 6444. [0712]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton, Tel. 31662. [0001/R]

LATHAMS OF CATERHAM, leading Rover main dealers for East Surrey, offer immediate delivery 105s and 90 models.—Caterham 2384. [0924/R]

WATFORD and district.—Harris-Mayer & Co., delivery enquiries invited; main dealers since 1935.—Ace of "Herts" Garage, Watford 6026. [0752/R]

R. P. POWELL (MOTORS), Ltd., East London area dealers, enquiries invited for all Rover models.—321, Romford Rd., Forest Gate, E.7. Maryland 7761. [0457/R]

BAKERS OF READING, Rover distributors for over 50 years, have all new models available for inspection and demonstration at their showrooms.—35 & 36, Friar St., Reading, Tel. 5976. [0161/R]

ROVER 105R, automatic transmission, immediate delivery.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, London, W.O.2. (Adjacent Leicester Sq. Tube Stn.) Temple Bar 3568. [N1027]

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8622. [0140]

ROSENFELD for Rover distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd., 38-42, Peter St., Manchester, 2, Deansgate 6871. Service station: Cheetham Hill Rd., Manchester, 8. Tel. Bis. 2302. [0056/R]

PRIDE & CLARKE, Ltd., Rover agents.—New 1958 90 saloon with overdrive, ex-stock, duo green and black, green leather; other models for early delivery; exchange welcomed; terms.—159, Stockwell Rd., S.W.3, Brixton 6251. [N3066]

LAND-ROVER

DORKING MOTOR Co., Ltd., main dealers, for favourable deliveries all models.—Dorking 2256. [N1068]

KDM & CHERRINGTON, Ltd., for Land-Rovers; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054]

LAND-ROVER

ODEON MOTORS, Ltd., Great North Rd., Barnet, North London's leading Land-Rover specialists.—Tel. Barnet 1144. [N3028]

SIMCA

J. DAVY, Ltd., Distributors West and South-West London.

IMMEDIATE delivery of all models.

DEMONSTRATION car available.

180—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Knl. 4215). [N1069]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, Tel. Ferialve 5651.

SOLE concessionaires in Great Britain and Northern Ireland for Simca.

SPARES and service, distributors and dealers throughout the country. [0175/R]

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.—Immediate delivery of Simca cars. [N5040]

MILESTONE (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery; exchange; terms.—306, Erith Rd., Bevilgheth, Erith 2469 and 2629. [0109/R]

SINGER

WM WELBECK MOTORS, Ltd., largest Singer dealers in the country; constantly at your service.

WELBECK MOTORS, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1159. [N4049]

AUTOMENDERS for Singer.

FULL range of new Gazelles for trial at the 100% Singer specialists; used models also available.

AUTOMENDERS Ltd., Ferry Rd., London, S.W.13, Riverside 8291. [0757/R]

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

Autocar

each week and will see YOUR advertisement.

SHALLES for new Singers.—Whyteleys Station, Surrey, Uplands 6987. [N4116]

WATFORD and West Herts Singer distributors.—D. S. Moss & Sons, Ltd., Watford, Tel. 2671. [0067/R]

CROYDON—H. Harmer Car Sales, Ltd., dealers, 444-8, Brighton Rd., South Croydon. [0681/R]

SINGER Gazelle convertible, dawn mist, summer blue, series 1, unregistered, at special price.—Putney 7851. [N1153]

GUILDFOUR—Stanley Godfrey & Co., Onslow St., Tel. 67269, for immediate delivery Gazelle convertibles and saloons. [0068/R]

JOHNSON & BROWN offer immediate delivery Gazelle J saloon, choice of colours.—265-270, High St., Bromley, Ravensbourne 8841. [2075]

BUNTINGS MOTOR EXCHANGE, Bonnersfield Lane, Harrow, Tel. 6225-6.—Area dealers for Singer cars; prompt delivery of all models. [0052/R]

SKODA

AUTOMOTIVE & MARINE, Ltd., sole concessionaires for United Kingdom, Northern Ireland and the Channel Islands.—Model 8440, immediate delivery.—Crown Garage, Albany St., Euston 1032. [N1144]

STANDARD

HALLS AREA main dealers for Standard cars, all models on view, for immediate or early delivery.

DEMONSTRATIONS and part exchanges.

HALLS (FINCHLEY), Ltd., 889, High Rd., North Finchley (Tally Ho), N.12. Hil. 1044. [0975/R]

ROWLAND SMITH'S for Standard.

EARLY delivery all models.

PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3.—Hampstead 6041. [N4018]

STANDARD

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Standard retail dealers, invite you to inspect the full range of Standard cars that are available for immediate delivery.

BERKELEY Sq., London, W.1. Gro. 4343. [0004/R]

BYE-PASS MOTORS, Ltd. (Formerly Fox and Nichol, Ltd.).

EXCLUSIVE Standard retail dealers, models for immediate delivery; h.p. terms and part exchange arranged.—Kingston, 17-Fass, Twickenham, Surrey, Derwent 1122. [0689/R]

STANDARDS, on view, all models.—Davies Car Centre, 22-24, Horn Lane, Acton, Tel. Acton 6731. [N1120]

N.W.10—Your Standard agent; exchange, cars, motor cycles.—Willenden 4869/3954. [N4017]

WILSONS, the friendly Standard agents, offer prompt delivery of the Pennant and Ensign models.

IN stock at Brixton: 1958 Standard 8, Vanguard saloon (cream), estate car (blue/grey) and Sportsman; open 9-9 week-days, 9-4 Saturdays; Sundays (to view only) 9-4.—36-38, Acra Lane, S.W.2, Brixton 4011. And 1-3, Dorking Rd., Epsom 3901. [N4085]

LANKESTER ENGINEERING Co., Ltd., 39/43, Eden St., Kingston, Kingston 3151-6.

DISTRIBUTORS in Surrey since 1911; can give immediate delivery of all models and have demonstration cars available for trial. [0129/R]

PENNANT, Shool green and black, new unregistered, for immediate delivery.—Wembley 5050. [1001]

PENNANT, duo green, ex-stock.—Burge & Inglis (Motors), Ltd., Willenden 4869. [N4017]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

STANDARD 8, in shool green, list price. [N2008]

FOREST HILL and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. For. 0351-2. [N2115]

CHESTERFIELD MOTORS, 113/115, Regatta Park Rd., N.W.1. All models early delivery.—Pri. 6645/8. [1638]

JOHN S. TRUSCOTT, Ltd., for good Standard sales and service facilities; earliest deliveries of all models.

173, Westbourne Grove, London, W.11. Baywater 4274. [N4035]

SUTTON, Surrey—Read Car Co., Ltd., Brighton Rd., Sutton, the Standard and Triumph agents.—Viridian 5979 and 9403. [0531/R]

KJ MOTORS, Ltd., North-west Kent's leading Standard, Triumph area dealers.—Bromley 3456. [0484/R]

IMMEDIATE delivery Standard Ensign and 10hp saloon, early delivery all models.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26, Sydenham 6129. [N2066]

STANDARDS, all models.—Enquiries to Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

HILLWOOD MOTORS are Standard stockists; all models in stock or for early delivery.—Mill Hill (London) 4232. [N2108]

ENGLISH, Pennant, 10 and 8hp saloons, immediate delivery, list price.—Kings Motors, 1, High St., Hounslow 3532/2559. [N3046]

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Croy. 6088. Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R]

NEW, unregistered Standard 10hp 4-door Companion estate car, fitted heater, washers; part exchange considered.—Becknell & Merchant, Colchester 5705-4. [1659]

METROPOLIS GARAGES, Ltd., for the new Standard Pennant, Ensign; 8 and 10 immediate delivery.—45, Marie Court Rd., Kensington, W.8. Wes. 4544. [0690]

W. T. RICHARDS (BEXLEYHEATH), Ltd., area dealers North Kent 25 years' sales; part exchange, changes, service specialists.—74-78, Broadway, Bexleyheath 1666. [0835/R]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385-7, Euston Rd., N.W.1. Euston 4444. Spares for all models. Gulliver 4141. Hawley Crescent, Camden Town, N.W.1. [0380/R]

SUNBEAM

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes district dealers; prompt delivery of the famous rally proved Sunbeams; demonstrations; confidential credit; new Sunbeam Rapier saloon, one only, finished in attractive colours.

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252. [0771/R]

GEORGE HARTWELL, Ltd.

CONSULT us for early delivery of the new Sunbeam Rapier, all colours; immediate delivery of Mk. I Rapier, grey/black.

35-41, Holdenhurst Rd., Bournemouth, Tel. Bournemouth 4161. [N2079]

GORDON CARS (LONDON), Ltd.

SUCCESS!! Success!! Success!!

COME and see the new and improved Sunbeam Rapier, saloon and convertible. Phone us for demonstration run.

26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [1038]

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam Rapier, pearl grey, summer blue; including overdrive.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 3084-5. [N2034]

NEW CARS FOR SALE

SUNBEAM

PINNER-Ruislip-Northwood and adjacent district.

NEW Sunbeam range, immediate or early delivery.

NORTHWOOD HILLS MOTORS Co., Joel St. Pinner, Middlesex. Tel. Northwood 3271-2. Exclusive Routes Group sales and service agents. [N3129]

BREW BROTHERS, Ltd., enquiries invited.—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

RAPIER, immediate, pippin red.—John Trigg, Ltd., Esher 2255. [N4096]

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413/R]

SOUTH DORSET main dealers for Sunbeam, Humber and Hillman.—Merchant's Garage, Dorchester 550. [1600]

GRAYS OF GUILDFORD.—Rapier, immediate delivery in six colours.—7 and 8, Woodbridge Rd., Guildford. Tel. 2887. [0057/R]

ROMFORD area.—get your new Rapier from the area dealers.—Romford Commercial Cars, 20/28, London Road, Romford. Tel. 45844. [1602]

SUNBEAM.—Smith Auto Co., Ltd., area dealers for Routes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0869/R]

TRIUMPH

HALLS

AREA main dealers for Triumph cars; immediate delivery.

HALLS (FINCHLEY), Ltd., 886, High Rd. North Finchley (Tally Ho), N.12. Hil. 1044. [0974/R]

ROWLAND SMITH'S for TR3.

EARLY delivery all models.

PART exchanges; self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers, offer immediate delivery TR3 models; demonstrations and part exchange arranged.

BERKELEY Sq., London, W.1. Gro. 4343. [0940/R]

BYE-PASS MOTORS, Ltd. (Formerly Fox & Nichol, Ltd.).

EXCLUSIVE Triumph retail dealers, early or immediate delivery; demonstrations and part exchanges arranged.—Kingston By-Pass, Tolworth, Surrey. Derwent 1122. [0890/R]

TRIUMPH TR3, immediate delivery, choice of colours; exchanges and deferred terms.

LANKASTER ENGINEERING Co., Ltd., 80-83, Victoria Rd., Surbiton. Elm. 1184/5. [0060/R]

KJ MOTORS, Ltd., N.W. Kent's leading Standard/Triumph area dealers.—Bromley. Rav. 3456. [0225]

TRIUMPHS, all models.—Enquiries to Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

WILSONS, the friendly agents, offer early delivery of Triumph cars.—36-38, Acre Lane, S.W.2. Brixton 4011. [N4085]

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PARTS and service: Old Oak Lane, N.W.10. Elgar 7911. [0370/R]

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showroom:—

4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service.—Western Ave., W.3. Acorn 4641. [0025/R]

VAUXHALL

POPE'S OF FINCHLEY, Salads Lane, London, N.5. Your main dealers.—Fin. 0115-7. [0902/R]

PAGE MOTORS, Ltd., Vauxhall area dealer, for Epsom and Ewell.—Epsom 9991-2-3. [N3117]

KJ MOTORS, Ltd., Vauxhall main dealers: Victor immediate delivery. Bromley.—Ravensbourne 3458. [0021/R]

LAYHAMS OF CATERHAM, leading Vauxhall dealers, for East Surrey, offer Victor and Victor Super from stock.—Caterham 2384. [0281/R]

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LYTTLETON GARAGE, Ltd., Hampstead Garden Suburb, official Vauxhall agents.—Quick deliveries; part exchange, yearly contracts; specialised service.—Lyttleton Rd. (A.1), N.2. Speedwell 3500 3350. [0023/R]

KEITH & BOYLE, Terminal House, 7-9, Clapham Rd., London, S.W.9, offer, subject to being unsold, 1957 Velox and Cresta cars fitted with the newly designed engines; also, immediate delivery available of Vauxhall Victors with a choice of colours. [0808/R]

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DONALD VINCE & Co., Ltd., area dealers and specialists; demonstrations at any time.—158, London Rd., Croydon. Tel. 5775 or 1147. [0341/R]

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LIVERPOOL Main Agents, Liggett's Garage, Aintree 2935.—Earliest delivery all models. [N3119]

BRADSTOCK MOTORS, Ltd., Chase Rd., Epsom. Official area dealers. Epsom 5696-7. [N1090]

CROYDON.—H. Harmer Car Sales, Ltd., area dealers: 444-8, Brighton Rd., South Croydon. [0448/R]

WATFORD, West Herts. and North London Volkswagen agents.—D. S. Moss & Sons, Ltd., Watford 2671. [0068/R]

HANTS and Dorset distributors, sales, service, spares.—Morton Light Cars, Ltd., Lodge Rd., Southsea. Tel. 22828. [0236/R]

BUCKINGHAMSHIRE distributors, sales, spares, service.—Keith Garages, Ltd., Bicester Rd., Aylesbury Tel. Aylesbury 3434-5. [0762/R]

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WILSONS SPORTS CARS offer very early delivery of G. Wolseley 1500, 15/50 and 6/90 saloons.—Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [N2109]

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4-1828, 4-1830, 4-1832, 4-1834, 4-1836, 4-1838, 4-1840, 4-1842, 4-1844, 4-1846, 4-1848, 4-1850, 4-1852, 4-1854, 4-1856, 4-1858, 4-1860, 4-1862, 4-1864, 4-1866, 4-1868, 4-1870, 4-1872, 4-1874, 4-1876, 4-1878, 4-1880, 4-1882, 4-1884, 4-1886, 4-1888, 4-1890, 4-1892, 4-1894, 4-1896, 4-1898, 4-1900, 4-1902, 4-1904, 4-1906, 4-1908, 4-1910, 4-1912, 4-1914, 4-1916, 4-1918, 4-1920, 4-1922, 4-1924, 4-1926, 4-1928, 4-1930, 4-1932, 4-1934, 4-1936, 4-1938, 4-1940, 4-1942, 4-1944, 4-1946, 4-1948, 4-1950, 4-1952, 4-1954, 4-1956, 4-1958, 4-1960, 4-1962, 4-1964, 4-1966, 4-1968, 4-1970, 4-1972, 4-1974, 4-1976, 4-1978, 4-1980, 4-1982, 4-1984, 4-1986, 4-1988, 4-1990, 4-1992, 4-1994, 4-1996, 4-1998, 4-2000, 4-2002, 4-2004, 4-2006, 4-2008, 4-2010, 4-2012, 4-2014, 4-2016, 4-

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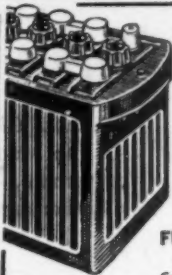
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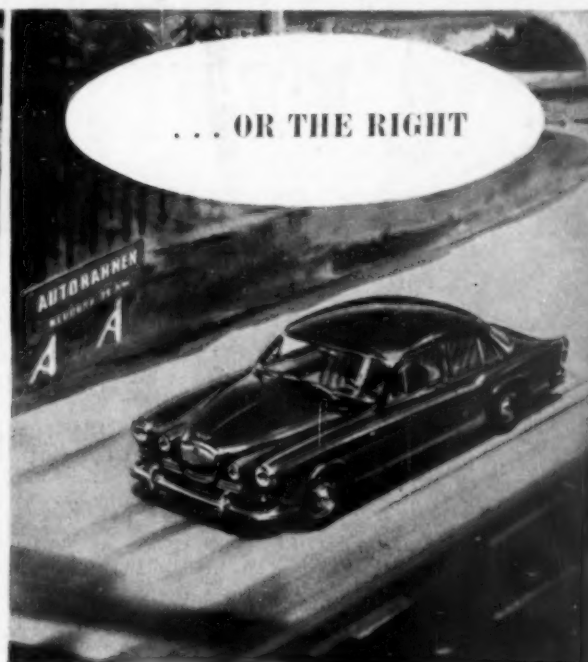
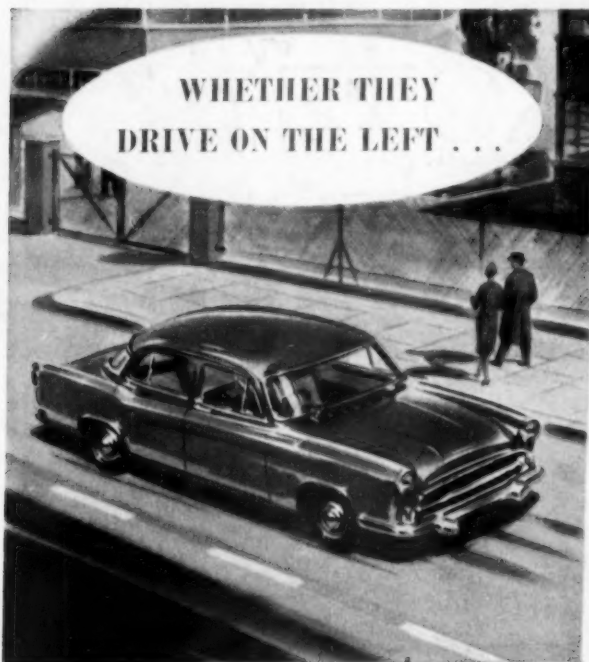
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